



Wednesday, March 5, 2025 @ 6:30 PM

HOW TO ATTEND

- **In-person:** Council Chambers, Lakewood City Hall, 6000 Main St SW., Lakewood, WA 98499
- **Virtually:** Online or by phone.
Online: <https://cityoflakewood-us.zoom.us/j/89827406560>
Phone: (253) 215-8782 and enter meeting ID: 898 2740 6560
- **Livestream:** <https://YouTube.com/CityofLakewoodWA>

Persons requesting special accommodation or language interpreters should call 253-983-7767 as soon as possible in advance of the meeting so that an attempt to provide special accommodation can be made.

PUBLIC COMMENT

Public comments or testimony on public hearings are accepted by mail, email, or by in-person or virtual attendance. Mail comments to Karen Devereaux, Planning Commission Clerk, 6000 Main Street SW Lakewood, WA, 98499 or email kdevereaux@cityoflakewood.us. Comments received by noon the day of the meeting will be provided to the commission electronically.

IN-PERSON/VIRTUAL COMMENTS

Each person has 3 minutes. Attendees are allowed to speak during public comment or public hearings only. Those attending in person will be called on by the Chair. Those attending via Zoom should use the “raise hand” function to indicate they wish to speak. Once the Chair calls your name, you will be unmuted. First, state your name and city of residence, and then provide your testimony.

WELCOME/CALL TO ORDER

ROLL CALL

APPROVAL OF MEETING MINUTES dated February 19, 2025

AGENDA UPDATES

PUBLIC COMMENT

PUBLIC HEARINGS None.

UNFINISHED BUSINESS

- Multifamily Tax Exemption (MFTE) Program Updates and Residential Target Area (RTA) Map Updates

NEW BUSINESS

- 2025 Comprehensive Plan Amendment Introduction Part 1

NEXT STEPS

- REPORTS FROM CITY COUNCIL LIAISON, CITY STAFF, PLANNING COMMISSION MEMBERS
- NEXT MEETINGS: MARCH 19, APRIL 2 AND APRIL 16, MAY 7

Attachments

- Staff Report: Multifamily Tax Exemption (MFTE), and Residential Target Area (RTA) Map Updates
- Staff Report: 2025 Comprehensive Plan Amendments Introduction Part 1



Lakewood Planning Commission February 19, 2025 Meeting Minutes

WELCOME/CALL TO ORDER

Phillip Combs, Chair, called the meeting to order at 6:30 p.m.

ROLL CALL

Planning Commission Members Present Phillip Combs, Chair; Ellen Talbo, Vice Chair; Mark Herr, Linn Larsen, Philip Lindholm, and Robert Estrada

Planning Commission Members Excused Sharon Wallace

Staff Jeff Rimack, Director, Planning & Public Works (PPW); Tiffany Speir, Planning Division Manager; Becky Newton, Economic Development Manager; and Karen Devereaux, Administrative Assistant

Council Liaison Councilmember Paul Bocchi (present)

APPROVAL OF MINUTES

MOTION: To approval of February 5, 2025, meeting minutes with corrections as identified by Planning Commissioners.

SECONDED. PASSED 6-0.

AGENDA UPDATES

Staff requested that the new business items be presented in reverse with the Urban Forestry Assessment Report first then the Middle Housing Regulation Updates be presented.

PUBLIC COMMENT None

PUBLIC HEARINGS

Proposed Multifamily Tax Exemption (MFTE) Program Updates and Residential Target Area (RTA) Boundary Changes

Ms. Becky Newton provided a brief review explaining the draft updates to the MFTE program regulations and two code amendments along with the staff-recommended Central Business District (CBD) RTA boundary expansion. Ms. Newton's presentation made clear the benefits of the proposed changes to the RTA expansion.

Written comments had been received prior to the public hearing and would be included in the record. Chair Combs opened the floor for in-person and virtual public testimony regarding the hearing topics.

- James Guerrero, Lakewood resident, spoke in favor of the proposed changes in the Central Business District along Gravelly Lk Dr SW.
- Taylor Lee, Bellevue, mother owns a business in Lakewood Station area, spoke in favor of making changes to the RTA boundary specifically for the Lakewood Station District.
- Mr. Glenn McDermot, Lakewood resident, spoke in opposition to the Gravelly Lk Dr SW expansion to the boundary with concerns with increased traffic.

- Mr. Mark Pfeiffer, Lakewood resident, spoke in opposition to the MFTE incentives and large residential buildings changing the character of the neighborhood.
- Ms. Nancy Read, Lakewood resident, spoke in opposition to more housing along the Gravelly Lk Dr SW RTA boundary changes causing increased traffic.
- Mr. Jason Gano, Lakewood resident, spoke in favor of the proposed changes and the additional incentives of the MFTE's.
- Mr. Michael Brandstetter, Lakewood resident, spoke specifically about manufactured homes being allowed in the Springbrook RTA area and their use as a key element in affordable housing and home ownership for lower-income residents.
- Mr. Walter Neary, Lakewood resident, spoke in opposition of the Gravelly Lk Dr SW expansion to the RTA boundary suggesting the city thank the small business owners for bringing services to the neighborhood.
- Ms. Cindy Neary, Lakewood resident, spoke about the lack of green spaces and parking in the Alliance Development project at the Barnes and Noble Bookstore area behind the AMC Movie Theater on the mall.
- Ms. Sandy Gaines, Lakewood resident and President of The Whitman Condominium Community, spoke in opposition to the Gravelly Lk Dr SW RTA expansion and voiced concern that she and other tenants would lose their condominium homes to multifamily buildings if the boundary were changed and the MFTE's allowed.
- Ms. Cindy Gardner, Lakewood resident, spoke in opposition to the RTA expansion and suggested a decision be postponed until after the Alliance project was completed to observe if the impact on traffic and to schools is too large.
- Ms. Christina Klas, Lakewood resident and local business owner, spoke in opposition to the expansion of the boundary of the Gravelly Lk Dr SW Central Business District noting a concern of too many big box apartment complexes in the neighborhood.
- Mr. Dave Iverson, spoke in favor of the Central Business District expansion of the Residential Target Area along Gravelly Lk Dr SW noting he thinks it helps everyone by increasing the MFTE's.
- Ms. Adria Buchanan, spoke in support of the MFTE program for the City noting the benefits for the developer and the community by highlighting project feasibility, encourages density in mixed-income housing, supporting work force housing and residents get greater housing choices.
- Ms. Christina Manetti, representing the Garry Oak Coalition, spoke in opposition to MFTE Program and the expansion of the RTA along Gravelly Lk Dr SW noting their environmental concerns are about the trees being destroyed or abused among the development. It was suggested to incentivize the protection of the

trees and environment.

- Ms. Christina Manetti, Lakewood resident, spoke in opposition to the MFTE program and expansion of the Gravelly Lk SW RTA suggesting there are other suitable areas in the City that should be re-developed and reject the ugly proposals to keep Lakewood nice.
- Ms. Stephanie Shinn, Lakewood resident, spoke in opposition to the MFTE program and expansion of the Gravelly Lk Dr SW RTA noting they bought a condominium unit at The Whitman with the intention of renting it below market to give a break to someone who works in the neighborhood. Ms. Shinn suggested there are plenty of units readily available to rent in the City.
- Mr. James Dunlop, Lakewood resident, spoke in opposition to the MFTE program and expansion of the Gravelly Lk Dr SW RTA added that residents are not in support of this expansion and suggested the City is doing only what the developers want.

Chair Combs closed the floor for the public hearing.

MOTION: To leave the hearing open and continue accepting additional written public comments regarding the hearing topic until 12:00 noon on March 5, 2025.
SECONDED. PASSED 6-0.

UNFINISHED BUSINESS None

NEW BUSINESS

2024 Urban Forestry Assessment Report (Kim Frappier and Sam Payne, Facet NW)

The City's 2025 Comprehensive Plan includes a goal to maintain an urban forestry program to preserve significant trees, promote tree health and increase tree coverage citywide as well as work toward a citywide goal of 40% tree canopy by the year 2050.

Facet NW representatives presented information found in the urban tree canopy assessment which determined a citywide canopy cover estimate of 24.4% for the 2020 evaluation year. The field tree inventory assessed 11,782 trees within public rights-of-way, city owned parks, public schools and other select public institutional grounds. Results showed a public tree population that includes 161 species characterized by a mixture of ornamentally introduced tree varieties and trees native to the Pacific Northwest. A majority of these trees were assessed to be in good condition (73%).

The Lakewood Urban Forest Assessment Report synthesizes the results of this multi-faceted study and intends to serve as a guide for City staff, the Planning & Public Works Department, and Lakewood City Council, as they collaboratively develop programs and policies to steward a sustainable, climate-resilient, and an equitably distributed urban and community forest plan.

2025 Middle Housing Regulation Updates (Ben Han, BERK Consulting)

Due to the length of the previous sections of the meeting this topic was tabled and would be presented at a future meeting.

REPORTS

Council Liaison Comments

Councilmember Paul Bocchi provided an update to the Commission regarding the recent announcement that Mr. John Caulfield, City Manager, will be retiring in June 2025. City Council is working with a hiring firm to secure the best candidate for the position.

Councilmember Bocchi announced the Hearing Examiner decision was made to proceed with the Alliance project and forwarded the City Council's appreciation for the commissioner's work. He reiterated that Council is absolutely committed to a vibrant downtown noting there has been a lot of investment and much improvement since Cityhood.

City Staff Comments

Ms. Tiffany Speir shared the next regular meeting dates of March 5 and March 19.

ADJOURNMENT Meeting adjourned at 8:31 p.m.

Phillip Combs, Chair

Karen Devereaux, Clerk



TO: Lakewood Planning Commission

FROM: Jeff Rimack, Director, Planning and Public Works, and
Becky Newton, Economic Development Manager

DATE: FEBRUARY 19, 2025

SUBJECT: PUBLIC HEARING: Multifamily Tax Exemption Program
Residential Target Area Review and Code Amendments

Meeting Purpose

Hold a Public Hearing to review:

- Four potential locations for Residential Target Area (RTA) expansion.
- Two code amendments addressing Multi-Family Tax Exemption (MFTE) timelines and applications.

Proposed Changes

Code Amendments

Staff propose the following amendments to facilitate better participation from property owners and developers in the MFTE program. Participation in the MFTE program increases economic development and housing supply in designated areas of the city.

1. 3.64.020(G)-12-year extension added for CBD (City Council Recommendation)
*“Extension for Projects Receiving an Initial Eight-Year or 12-Year Exemption. Any project in the **Central Business District outside of the Tax Increment Area**, Lakewood Station District and Springbrook Residential Target Areas receiving an eight- or 12-year extension may apply for a subsequent 12-year extension in exchange for continued or increased income restrictions on affordable units.”*
2. 3.64.020(H)-MFTE Application Procedure (Staff Recommendation)
“Application Procedure. A property owner who wishes to propose a project for a tax exemption shall complete the following procedures:
 1. *File with the Department of Planning and Public Works (PPW) the required application along with the required fees as set in the Lakewood Master Fee Schedule (adopted annually by resolution). **The application shall be filed after land use permitting is complete or prior***

to building permit issuance if no land use action is required. Conditional agreements shall be fully executed prior to issuance of building final certificate of occupancy. If the application shall result in a denial by the City, the City will retain that portion of the fee attributable to its own administrative costs and refund the balance to the applicant”

RTA Expansion

At the direction of the City Council, department staff reviewed existing zones for potential expansion of RTA locations. The intention was to review which locations were best suited to incentivize economic growth and increase housing stock in the city of Lakewood, while maintaining the character and culture the city is known for.

Having reviewed Springbrook, Lakewood Station, Oakbrook, and the Central Business District (CBD) areas, staff recommend the expansion of the RTA in the Central Business District.

This recommendation is made for the following reasons:

City Design/Planning Intentions

- The Comprehensive Plan and subarea plans plan for new growth expectations in population, housing units and jobs.
- The CBD is the area designated in the Comprehensive Plan and Downtown Subarea Plan for a significant share of new housing development and job growth in the city.
- Underutilized in terms of density and location, that Growth Management Act (GMA) would focus development.
- Existing zoning classifications and land use designations support this.
- Maintains continuity of RTAs themselves
 - Aligns borders of the CBD RTA and the CBD itself.
 - Prevents island RTAs in other areas of the city.
- Increased housing is required to maintain the CBDs Regional Growth Center (RGC) designation.
 - RGC designation is necessary to qualify for transportation grants that help finance past, present, and future Capital Road improvement projects throughout the city.
- The 2018 Environmental Impact Study (EIS) and 2024 Supplemental EIS for the 2024 Comprehensive Plan periodic update focused on increased housing density within the CBD and providing proposed mitigation measures for adverse impacts.
- The Downtown subarea plan update
 - Adjusted zoning map and increased development density
 - Clear design standards and simple design review
 - Simplified parking standards
 - A subarea-wide SEPA planned action ordinance to eliminate the need for specific projects to conduct individual SEPA review
 - It has the highest density allowances in the city

- Existing infrastructure capacity
- Frontage improvements are required that allow for multi-modal transportation.
- Traffic mitigation is a focus in the CBD
 - Transportation capital improvements have been implemented to facilitate traffic flows in the CBD
 - The Green Street Loop and Non-motorized plans for pedestrian access are centered in the CBD
 - The city's public transportation transfer facility is located in the CBD
 - The recently awarded Raise Grant is to investigate and provide design improvements for Multi-modal transportation in the CBD

Neighborhood protections

- Design requirements that provide control over the character of any project located within it.
- LMC 18B.200.250 requires a transition area to provide a buffer between higher intensity uses in the Downtown District and lower intensity uses in the residential zones that surround downtown. To address potential impacts to surrounding residences transition areas have restrictions regarding:
 - Building Height
 - Building Setbacks
 - Parking and Loading
 - Refuse Containers
 - Mechanical Equipment

The neighborhood protections listed above are only applicable to the subareas and another reason why the CBD is the staffs recommendation.

Selection of a different location for an RTA will result in conflicts and inconsistency with state laws, in the city's Comprehensive plan and associated subarea plans.



0 0.1 0.2 Miles

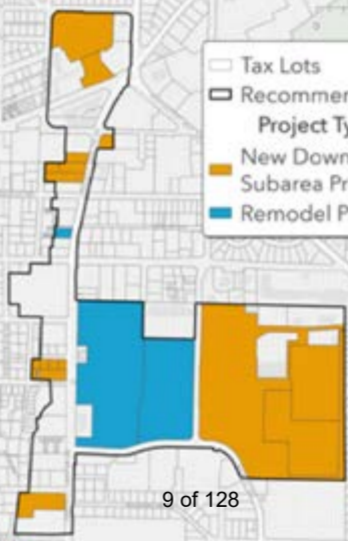
□ Tax Lots

▭ Recommended TIA

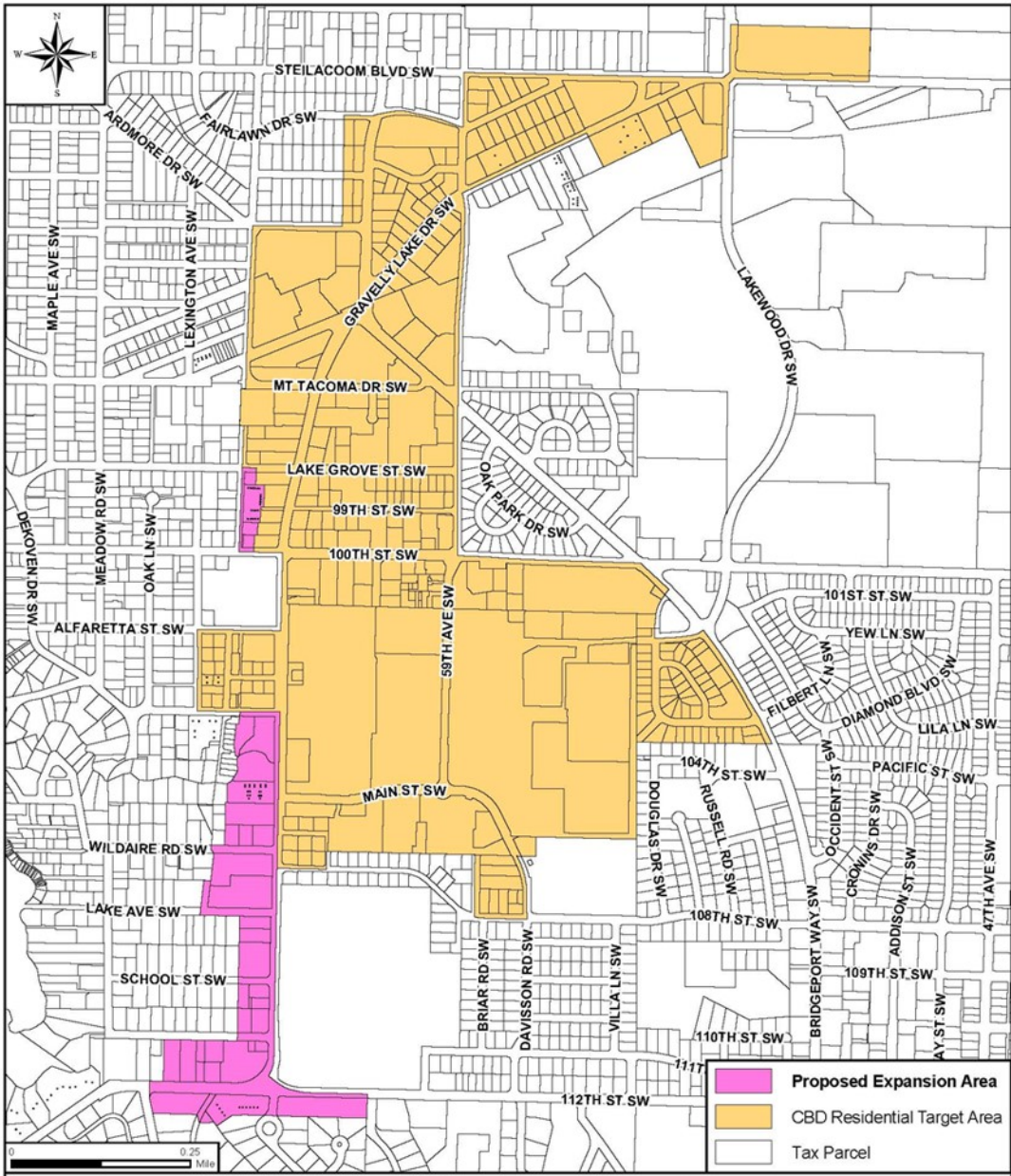
Project Types

■ New Downtown Subarea Projects

■ Remodel Projects



9 of 128



Central Business District

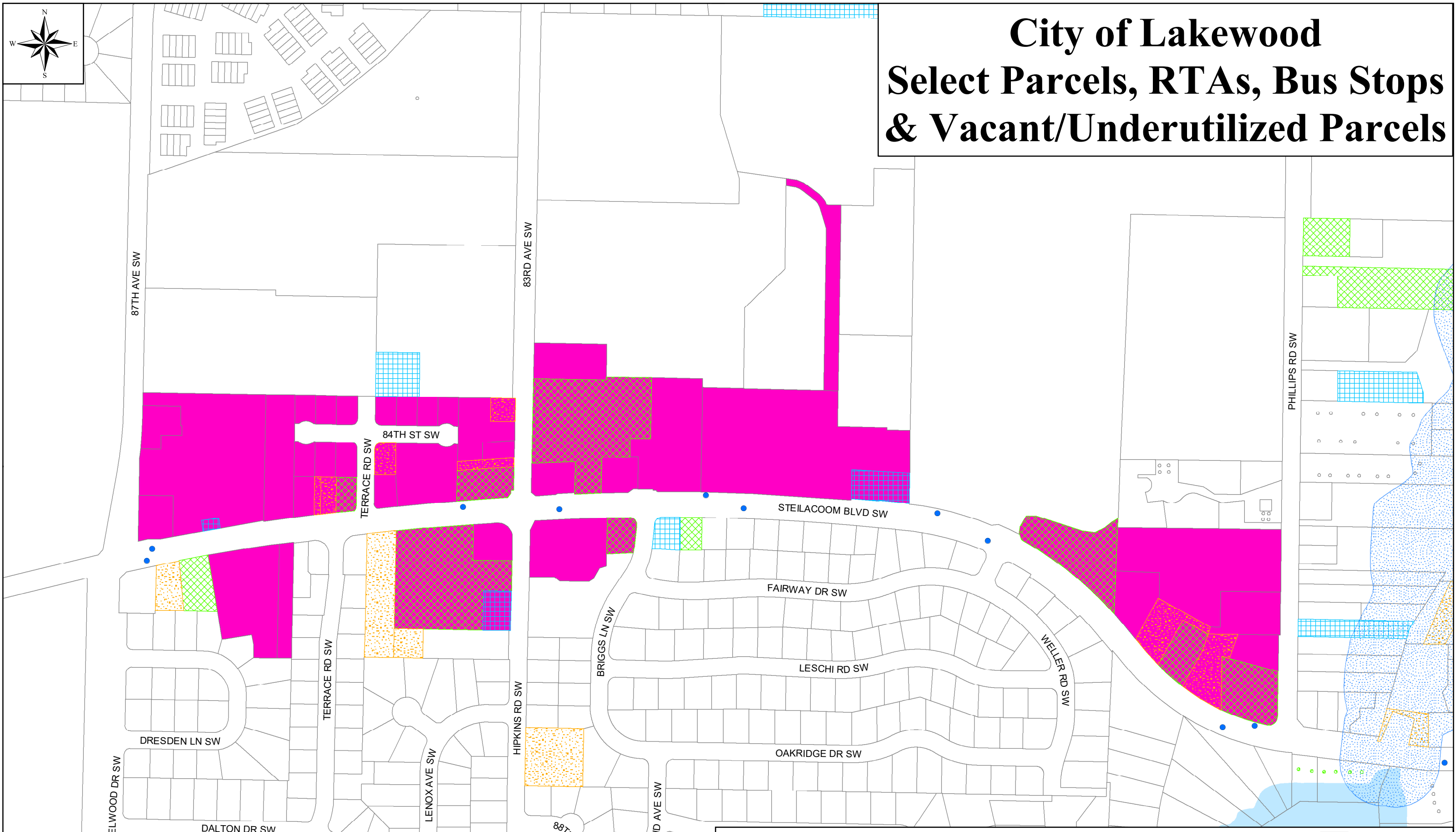
Residential Target Area (RTA) Proposed Expansion

10 of 128



City of Lakewood

Select Parcels, RTAs, Bus Stops & Vacant/Underutilized Parcels



Map Date: February 11, 2025

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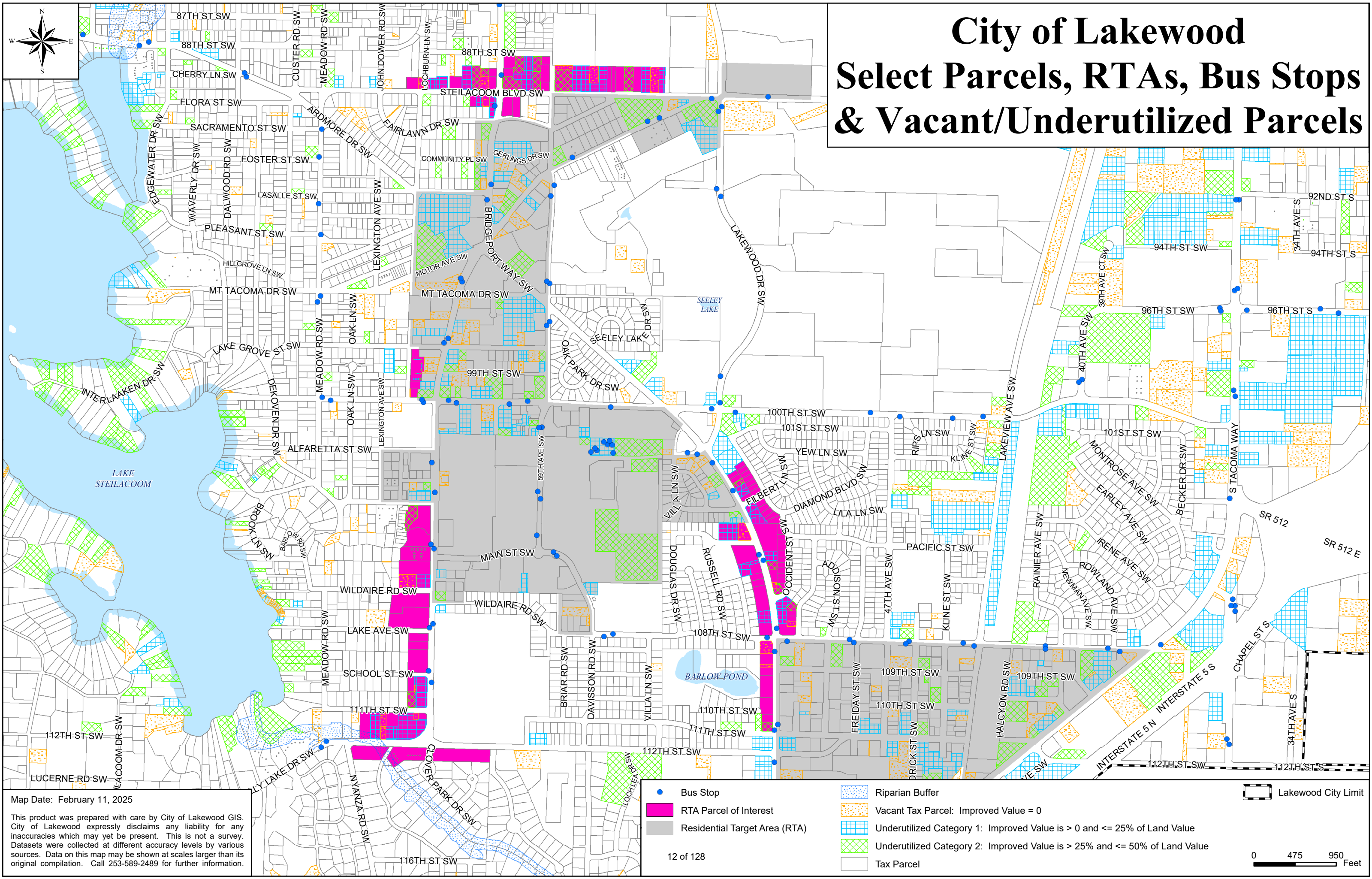
Bus Stop	Riparian Buffer
RTA Parcel of Interest	Vacant Tax Parcel: Improved Value = 0
	Underutilized Category 1: Improved Value is > 0 and <= 25% of Land Value
	Underutilized Category 2: Improved Value is > 25% and <= 50% of Land Value
	Tax Parcel

Lakewood City Limit

0 200 400
 Feet

City of Lakewood

Select Parcels, RTAs, Bus Stops & Vacant/Underutilized Parcels



Map Date: February 11, 2025

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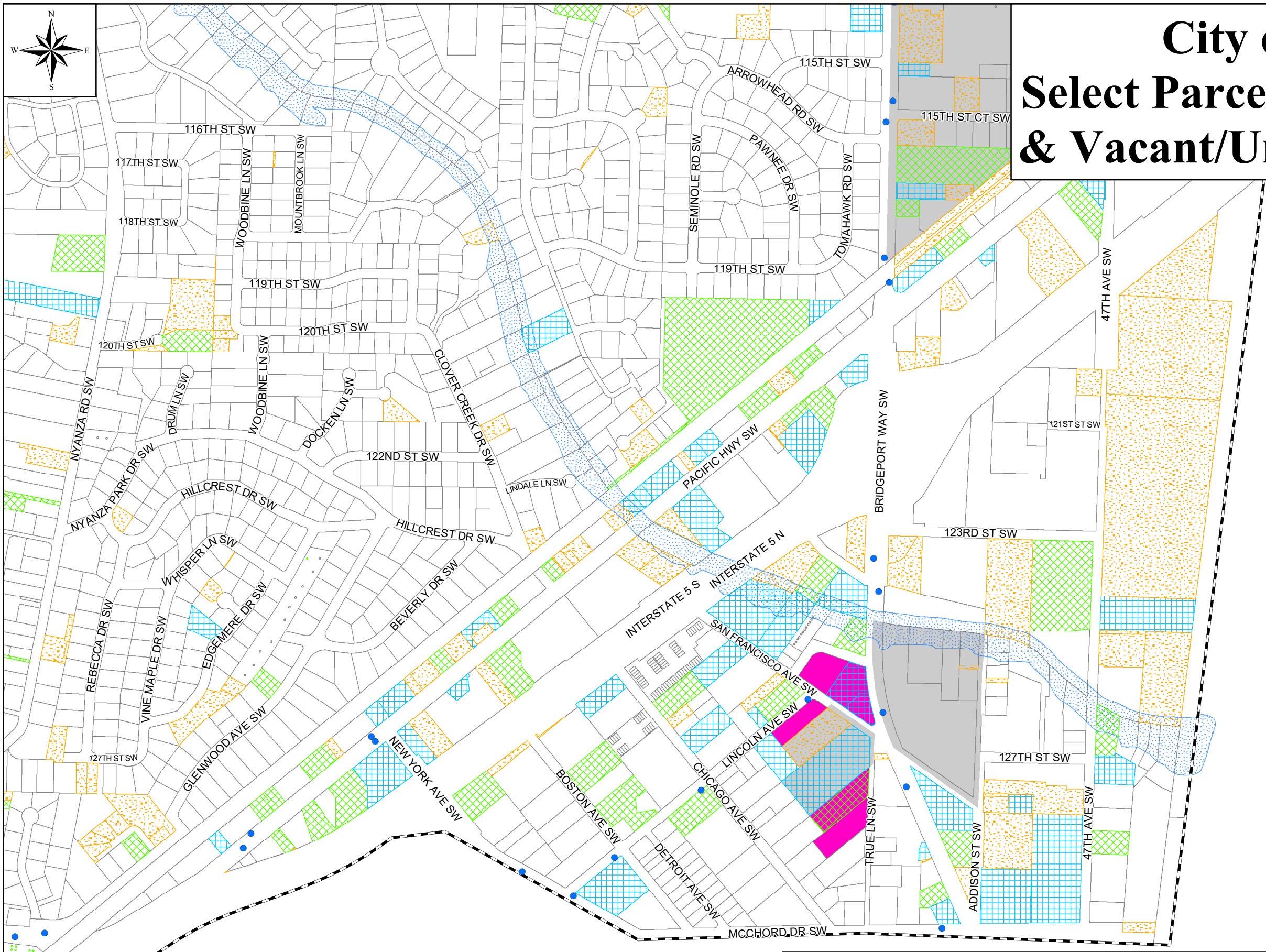
● Bus Stop	▨ Riparian Buffer
▨ RTA Parcel of Interest	▨ Vacant Tax Parcel: Improved Value = 0
▨ Residential Target Area (RTA)	▨ Underutilized Category 1: Improved Value is > 0 and <= 25% of Land Value
	▨ Underutilized Category 2: Improved Value is > 25% and <= 50% of Land Value
12 of 128	▨ Tax Parcel

Lakewood City Limit

0 475 950
 Feet

City of Lakewood


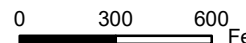
Select Parcels, RTAs, Bus Stops & Vacant/Underutilized Parcels



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● Bus Stop	▨ Riparian Buffer
▨ RTA Parcel of Interest	▨ Vacant Tax Parcel: Improved Value = 0
▨ Residential Target Area (RTA)	▨ Underutilized Category 1: Improved Value is > 0 and <= 25% of Land Value
13 of 128	▨ Underutilized Category 2: Improved Value is > 25% and <= 50% of Land Value
	▨ Tax Parcel

 Lakewood City Limit
 0 300 600 Feet



TO: Planning Commission
FROM: Tiffany Speir, Planning Division Manager
DATE: March 5, 2025
SUBJECT: Introduction of Draft 2025 Comprehensive Plan Amendments

BACKGROUND

Per Resolutions 2024-15 and 2025-03, the Lakewood City Council set the docket list for the 2025 Comprehensive Plan amendment (25CPA) cycle with 11 potential amendments.

- 2025-01** “Co-Living Housing” Amendments for consistency with ESHB 1998
- 2025-02** Updates to Comprehensive Plan Capital Facilities Element, Parks Element, and Utilities Element for consistency with E2SHB 1181 (Climate Change & Resiliency)
- 2025-03** Updates to Lakewood development regulations regarding “middle housing” for consistency with E2SHB 1110
- 2025-04** Regulatory amendments for consistency with SB 5792 “Concerning the definition of multiunit residential buildings”
- 2025-05** Regulatory amendments regarding residential parking for consistency with SSB 6015
- 2025-06** Technical updates to the Municipal Code to reincorporate previous Civic Use regulations; update LMC 18A.10.180 (Definitions) to include “religious assembly”; amendments to LMC 18A.40.080 (A) to allow religious organizations in various land use zones; and amendments to LMC 18A.40.080 (A) to allow day care centers in real property owned or controlled by religious organizations in the MR1 and MR2 zones
- 2025-07** 2025-2029 Commute Trip Reduction (CTR) Plan
- 2025-08** Private request for parcel 0319061001 to be redesignated/rezoned from exclusively Air Corridor (AC) / Air Corridor 1 (AC1) to “split zoning” of AC / AC1 and Industrial (I) / Industrial 1 (I1).
- 2025-09** Review, and if needed, amend, the Lakewood Regional Growth Center (RGC) and the Downtown Subarea Plan, Regulations, and Planned Action for consistency with PSRC’s Regional Centers Framework Requirements
- 2025-10** Redesignate / Rezone parcel 5140001191 from Downtown / Central Business District (CBD) to Open Space and Recreation (OSR) / Open Space and Recreation 2 (OSR 2.)
- 2025-11** Review LMC 18A.40.110 (B)(1)(e) to consider amending the minimum square footage for accessory dwelling units (ADUs.)

Note: The scope of 2025-06 has been expanded to include several related changes to LMC Title 18A regarding religious assemblies (i.e., allowed locations and uses

therein.)

Note: A 12th amendment is being included in the 25CPA docket list per state law:

2025-12 Recognize RCW 35A.21.440 and RCW 36.70A.130 regarding allowing new housing in “existing buildings”, as defined herein, zoned commercial or mixed-use in the Lakewood Municipal Code.

DISCUSSION

Lakewood’s Municipal Code describes the process to be used to review proposed Comprehensive Plan Map and Text amendments in LMC Chapter 18A.30. The Planning and Public Works Department (PPW) has complied with this process.

PPW is providing analyses of the following amendments on the 2025 docket list for Planning Commission consideration on March 5:

2025-01 Adopt “co-Living Housing” Amendments for consistency with [ESHB 1998](#) (“Concerning co-living housing”)

2025-04 Adopt regulatory amendments for consistency with [SB 5792](#) (“Concerning the definition of multiunit residential buildings”)

2025-05 Adopt regulatory amendments regarding residential parking for consistency with [SSB 6015](#) (“Concerning residential parking configurations”)

2025-06 Adopt technical updates to the Lakewood Municipal Code (LMC) to: reincorporate previous Civic Use regulations; update LMC 18A.10.180 (Definitions) to include “religious assembly”; amendments to LMC 18A.40.080 (A) to allow religious organizations in various land use zones; and amendments to LMC 18A.40.080 (A) to allow day care centers in real property owned or controlled by religious organizations in the MR1 and MR2 zones

2025-07 Adopt the 2025-2029 Commute Trip Reduction (CTR) Plan

2025-08 Adopt redesignation/rezoning of parcel 0319061001 from exclusively Air Corridor (AC) / Air Corridor 1 (AC1) to “split zoning” of AC / AC1 and Industrial (I) / Industrial 1 (I1).

2025-10 Adopt redesignation/rezoning of parcel 5140001191 from Downtown / Central Business District (CBD) to Open Space and Recreation (OSR) / Open Space and Recreation 2 (OSR 2.)

2025-12 Recognize RCW 35A.21.440 and RCW 36.70A.130 and adopt regulations regarding allowing new housing in “existing buildings”, as defined herein, zoned commercial or mixed-use in the Lakewood Municipal Code.

The remainder of the amendments will be presented to the Commission on March 19 for discussion. The Planning Commission will hold a hybrid in-person/virtual public hearing on all draft amendments on April 2 at 6:30 pm.

The amendments included herein are subject to change before the public hearing.

2025-01 “Co-Living Housing” Amendments for consistency with RCW 36.70A.535

Background

“Co-living housing” is a residential development with sleeping units that are independently rented and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building. Local governments may use other names to refer to co-living housing including congregate living facilities, single room occupancy, rooming house, boarding house, lodging house, and residential suites.

RCW 36.70A.535 includes land use, development, design, and other standards that Lakewood must adopt by June 30, 2025 for co-living housing developed on all lots zoned to allow 6+ multifamily units, including on lots zoned for mixed use development. In addition, Lakewood may not require co-living housing to:

- contain room dimensional standards larger than that required by the State Building Code, including dwelling unit size, sleeping unit size, room area, and habitable space;
- provide a mix of unit sizes or number of bedrooms; or
- include other uses.

Lakewood may not require co-living housing to provide off-street parking within 0.5 miles walking distance of a major transit stop or provide more than 0.25 off-street parking spaces per sleeping unit, unless:

- Lakewood submits to the Department of Commerce (Commerce) an empirical study prepared by a credentialed transportation or land use planning expert that clearly demonstrates, and Commerce finds and certifies, that the application of the off-street parking limitations for co-living housing will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location.

Lakewood may not:

- require any standards for co-living housing that are more restrictive than those required for other types of multifamily residential uses in the same zone;
- exclude co-living housing from participating in affordable housing incentive programs;
- treat a sleeping unit in co-living housing as more than 0.25 of a dwelling unit for purposes of calculating dwelling unit density; and
- treat a sleeping unit in co-living housing as more than 0.5 of a dwelling unit for purposes of calculating fees for sewer connections, unless the city or county makes a finding, based on facts, that the sewer connection fees should exceed the one-half threshold.

Lakewood may only require a review, notice, or public meeting for co-living housing that is required for other types of residential uses in the same location, unless otherwise required by state law.

Per RCW 36.70A.535, any action taken by Lakewood to implement co-living housing

requirements is not subject to a legal challenge under the GMA or the SEPA.

Note: If Lakewood does not adopt the regulatory changes in 2025-01, state law would preempt the City's regulatory code and allow housing units in existing buildings within land use zones that allow multifamily housing.

Proposed amendments to LMC Titles 18A, 18B, and 18C are included below.

18A.10.180 Definitions

“Co-living” means a residential development with sleeping units that are independently rented or owned and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building. Local governments may use other names to refer to co-living housing including, but not limited to, congregate living facilities, single room occupancy, rooming house, boarding house, lodging house, and residential suites.

“Kitchen” means a room or part of a room which is used, intended, or designed to be used for preparing food. The kitchen includes facilities, or utility hookups for facilities, sufficient to prepare, cook, and store food, and wash dishes, including, at a minimum, countertops, a kitchen-style sink, and space and utilities sufficient for a gas or 220/240v electric stove and oven, and a refrigerator.

“Kitchenette” means a room or part of a room which is used, intended, or designed to be used for basic food preparation, with a sink and 120v electrical outlets.

“Major transit stop” means:

- (a) a stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;
- (b) commuter rail stops;
- (c) stops on rail or fixed guideway systems, including transitways;
- (d) stops on bus rapid transit routes or routes that run on high occupancy vehicle lanes; or
- (e) stops for a bus or other transit mode providing actual fixed route service at intervals of at least 15 minutes for at least five hours during the peak hours of operation on weekdays.

“Shared kitchen” means a kitchen that is used, intended, or designed to be used by residents of multiple dwelling or sleeping units for preparing food simultaneously.

“Sleeping unit” means an independently rented or owned and lockable and provide living and sleeping space.

18A.40.027 Summary land use table.

This table provides a summary of the land use tables included in this chapter, excluding space. In cases where there are differences between this table and other tables in this chapter, the other tables will apply. See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

A. Summary Table. See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

	Zoning Classifications																								
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR1	OSR2	
<i>Sections unchanged by proposed amendment 2025-01 not included</i>																									
Residential Land Uses																									
Accessory caretaker's unit	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accessory dwelling unit (ADU) (27)	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Babysitting care	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boarding house (28)	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cottage housing (29)	P	P	P	P	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	P	P	-	-	-	-
Foster care facility	P	P	P	P	P	P	P	P	P	P	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-
Co-housing (dormitories, fraternities and sororities) (30)	-	-	-	-	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-
Co-Living Housing ()	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Detached single-family (31)	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Two-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Three-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	-	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-
Four-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	-	P	P	-	-	-	-	-	-	-	-	-	-	-	-
Five- and six-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Multifamily, seven or more residential units	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-
Mixed use	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-
Family day care (32)	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-
Home agriculture	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-
Home occupation (33)	P	P	P	P	P	-	-	-	-	-	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-
Mobile home parks (34)	-	-	C	C	C	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-	-	-	-
Residential accessory building (35)	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small craft distillery (32, 36)	-	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Specialized senior housing (37)	-	-	-	-	C	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accessory residential uses (38)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-

P: Permitted Use C: Conditional Use "-" Not allowed

18A.40.110 Residential uses.

A. *Residential Land Use Table.* See LMC [18A.40.110\(B\)](#) for development and operating conditions. See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts. See [LMC 18A.10.180](#) for Definitions.

Residential Land Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Accessory caretaker's unit	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	P	P	-
Accessory dwelling unit (ADU) (B)(1)*	P	P	P	P	P	P	P	P	-	-	-	-	P	-	-	-	-	-	-	-	-
Babysitting care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Boarding house (B)(2)	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Co-living housing (B)(14)	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Cottage housing (B)(3)	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Foster care facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Co-housing (dormitories, fraternities and sororities) (B)(4)	-	-	-	-	P	P	P	P	P	-	P	P	-	-	-	-	-	-	-	-	-
Detached single-family, including manufactured homes (B)(5), C	P	P	P	P	P	P	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-
Two-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-	-
Three-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-	-
Four-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Five- and six-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Multifamily, seven or more residential units	-	-	-	-	-	-	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Mixed use	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-
Family daycare (B)(6)	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Home agriculture	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-
Home occupation (B)(7)	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobile home parks (B)(8), C	C	C	C	C	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-
Residential accessory building (B)(9)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Residential Land Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Small craft distillery (B)(6), (B)(12)	-	P	P	P	P	-	-	-	-	-	-	P	P	P	P	P	P	-	P	-	-
Specialized senior housing (B)(10)	-	-	-	-	C	C	C	C	C	-	-	P	C	C	-	-	-	-	-	-	-
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-

P: Permitted Use C: Conditional Use “-”: Not allowed

B. Operating and Development Conditions.

14. Co-Living Housing Units

A. Sleeping units shall be subject to the following standards:

1. All sleeping units shall be no more than 300 square feet.
2. Sleeping units may include kitchenettes, but may not include kitchens.
3. Sleeping units must include a private bathroom.

B. Sleeping units shall be treated as one-half of a multifamily dwelling unit for the purpose of calculating fees for sewer connections.

C. Shared kitchens shall be subject to the following standards:

1. At least one shared kitchen shall be provided for every fifteen sleeping units.
2. At least one shared kitchen shall be provided on each floor that also contains sleeping units.

D. For the purposes of calculating housing unit density, sleeping units count as one quarter of a dwelling unit.

E. Where open space standards are applied based on the number of dwelling units, one half of the open space requirement will be required for sleeping units that is required of dwelling units.

F. All sleeping units must have access by interior or covered exterior walkway to a shared kitchen.

G. Off-street parking for co-living housing shall be subject to the following:

1. No off-street parking shall be required within one-half mile walking distance of a major transit stop.
2. A maximum of one off-street parking space per four sleeping units shall be required.
3. Notwithstanding subsections (G)1 and (G)2, cities may be exempted from required limitations on parking requirements by submitting an empirical study to the Department of Commerce. The study must be prepared by a credentialed transportation or land use planning expert and clearly demonstrate that the application of the parking limitations of will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location.

2025-01 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**
2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**
3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**
4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes. This amendment is in response to recent changes to RCW 36.70A.535.**

2025-01 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes. This amendment is in response to recent changes to RCW 36.70A.535**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption. Any potential environmental impacts coming from an application for development would be reviewed under the City's development and environmental protection regulations.**
3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**
4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**
5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**

6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again?
N/A.

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-01.

**2025-04 Regulatory amendments for consistency with RCW 64.55.010
“Concerning the definition of multiunit residential buildings.”**

Background

Per change to state law, Lakewood must exclude buildings with 12 or fewer units that are no more than three stories from the definition of “multiunit residential building” if one story is utilized for above or below ground parking, or retail space.

This amendment would add a definition for “multiunit residential building” distinguished from “multifamily housing” in Lakewood’s municipal code. Both terms are included in different chapters of the RCW.

LMA 18A.10.180 Definitions

~~“Multiple unit housing,”~~ ~~“m~~“Multifamily housing,” and “multifamily” may be used interchangeably and mean a building or a group of buildings having four (4) or more dwelling units for permanent residential occupancy, not designed or used as transient accommodations and not including hotels and motels. Multifamily units may result from new construction or rehabilitated or conversion of vacant, underutilized, or substandard buildings to multifamily housing.

“Multiunit residential building” means:

(a) A building containing more than two attached dwelling units, including a building containing nonresidential units if the building also contains more than two attached dwelling units, but excluding the following classes of buildings:

(i) Hotels and motels;

(ii) Dormitories;

(iii) Care facilities;

(iv) Floating homes;

(v) A building that contains attached dwelling units that are each located on a single platted lot, except as provided in (b) of this subsection;

(vi) A building in which all of the dwelling units are held under one ownership and is subject to a recorded irrevocable sale prohibition covenant; ((and))

(vii) A building with 12 or fewer units that is no more than two stories; and

(viii) A building with 12 or fewer units that is no more than three stories so long as one story is utilized for parking, either above or below ground, or retail space.

(b) When applying for the building permit described in RCW 64.55.020, the applicant submits to the PPW department a statement that the developer elects to treat the improvement for which a permit is sought as a multiunit residential building for all purposes under RCW Chapter 64.55, then “multiunit residential building” also means the following buildings for which such election has been made:

(i) A building containing only two attached dwelling units;

(ii) A building that does not contain attached dwelling units; and

(iii) Any building that contains attached dwelling units, each of which is located on a single platted lot.

2025-04 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**
2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**
3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**
4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes.**

2025-04 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes.**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption. Any potential environmental impacts coming from an application for development would be reviewed under the City's development and environmental protection regulations.**
3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**
4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**
5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**
6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-04.

2025-05 Regulatory amendments regarding residential parking for consistency with SSB 6015 amending the GMA

Background

Under RCW 36.70A.622 (SSB 6015), Lakewood must amend LMC Titles 18A, 18B, and 18C to reflect:

- Garages and carports may not be required as a way to meet minimum parking requirements for residential development;
- Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed;
- Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress;
- Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces;
- Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities;
- Lakewood may not require off-street parking as a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible; and
- Parking spaces that consist of grass block pavers may count toward minimum parking requirements.

Existing parking spaces that do not conform to the requirements of this section by the effective date of SSB 6015 are not required to be modified or resized, except for compliance with the Americans with Disabilities Act (ADA.) Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

Draft amendments to LMC Chapter 18A.80 (unaffected sections of the chapter are not included below):

* * *

18A.80.020 General requirements.

* * *

* * *

18A.80.030 Zoning district parking requirements.

- A. The requirements for any use not listed herein shall be those of the listed use most similar to the unlisted use. When similarity is not apparent, the Director

shall determine the minimum and maximum for the unlisted use. The Director may require that the applicant conduct a parking study to evaluate the parking needs associated with a proposed use.

B. For conditional uses, as identified and described in Chapter [18A.20](#) LMC, Article II, the parking requirement shall be as provided in that chapter or as determined by the Hearing Examiner.

C. *Residential Zoning Districts.* Additional parking requirements for residential districts are located in subsections [F](#) and [G](#) of this section.

D. *Commercial, Office and Industrial Uses.* In commercial, industrial, and mixed use districts, off-street parking requirements shall be as shown in subsection [F](#) of this section; provided, that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the City, are filed with the Director.

E. *Rounding of Fractions.* When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one-half (0.5) shall be disregarded and any fraction of one-half (0.5) or over shall be counted as one (1) space.

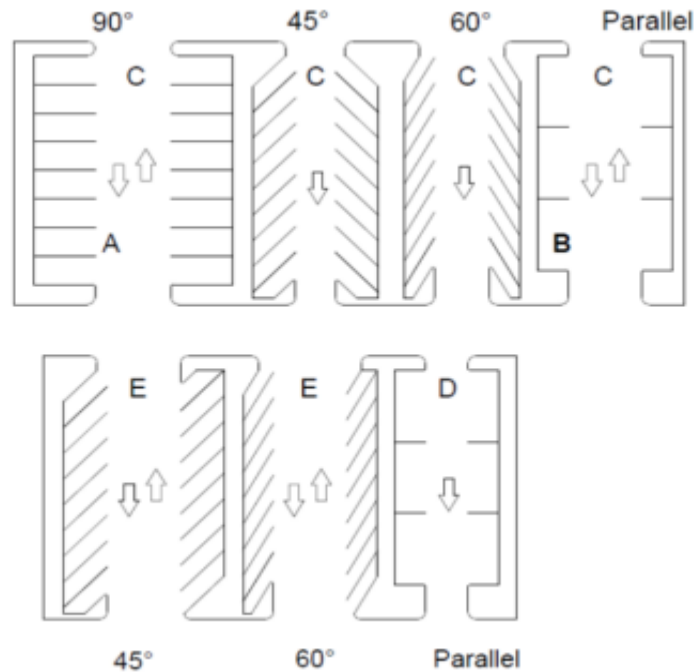
F. *Parking Standards.* Note that the parenthetical numbers in the matrix identify specific requirements or other information [which are set forth](#) following the matrix in subsection [G](#) of this section.

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H).	Max	Required bicycle parking spaces
BUSINESS PARK				
General business park	Per 1,000 square feet	2	4	See offices
COMMERCIAL				
Banks	Per 1,000 gross square feet	2	3	See offices
Billiard halls	Per table	1	2	1 per 20 auto stalls. Minimum of 4
Bowling alleys	Per alley	3	5	1 per 20 auto stalls. Minimum of 4
Commercial recreation	Per 1,000 square feet	3	5	1 per 20 auto stalls. Minimum of 4
Day care, preschools, nursery schools (1)	Per staff member	0.5	1	1 per 25 auto stalls. Minimum of 1
Hotels, motels (2)	Per room or suite	1	2	See retail
	Per 1,000 square feet of seating area of banquet and meeting rooms	6	N/A	See places of assembly without fixed seats

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H).	Max	Required bicycle parking spaces
Medical and dental clinic and offices	Per 1,000 square feet of GFA	2	4	See offices
Mini storage	Per 100 units	1; or a minimum of 3 spaces plus 2 for permanent on-site managers	N/A	None
Mortuaries, funeral homes	Per 4 seats	1	2	None
Neighborhood commercial shopping area	Per 1,000 square feet	1	2	See retail
Office building	Per 1,000 square feet of GFA			1 per 15 auto stalls. Minimum of 2
	• With on-site customer service	2	4	
	• Without on-site customer service	1.5	3	
Regional shopping centers, food and drug stores	Per 1,000 square feet of GFA	3	6	See retail
Restaurants	Per 100 square feet of dining area	1	4	See retail
Retail	Per 1,000 gross square feet	3	6	1 per 20 auto stalls. Minimum of 2
Retail in mixed-use development	Per 1,000 gross square feet	2	4	See retail
Service stations (mini marts are retail uses)	Per employee plus per service bay	0.5	1	None
INDUSTRIAL				
General industrial	Greatest number of employees on a single shift plus one space for each vehicle owned, leased or operated by the company	0.5	1	See offices
Warehouse	Per 2,000 square feet of GFA plus per 400 square feet of GFA used for office or display area	1	N/A	None
INSTITUTIONAL				
Convalescent facilities, nursing homes	Per 2 patient beds	1	3	See offices
Hospital	Per bed	0.5	1	See offices
Libraries	Per 200 square feet of	0.5	1	1 per 20 auto stalls.

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H).	Max	Required bicycle parking spaces
	GFA			Minimum of 2
Schools, elementary and junior high	Per classroom and office	1	1.5	1 per classroom
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per 5 auto stalls. Minimum of 2
PLACES OF ASSEMBLY				
Places of assembly without fixed seats	Per 1,000 square feet of GFA	10	11	1 per 25 auto stalls. Minimum of 2
Places of assembly with fixed seats	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4
Stadiums, auditoriums, gymnasiums, theaters	Per 4 seats of the permitted assembly occupants. (School and/or public facility parking spaces may be used provided the facilities are on the same or contiguous parcels within 300 feet of the theater or auditorium.)	1	1.5	1 per 25 auto stalls. Minimum of 4
RESIDENTIAL (See also Subsection G)				
Accessory dwelling unit (3)	Per dwelling unit	1	N/A	None
	Per dwelling unit within 1/2 mile of a major transit stop (3)	0/1	N/A	None
Affordable housing units within 1/4 mile of transit (any type) (4)	Per dwelling unit within 1/4 mile of frequent transit service (4)	Studio – 0.75 1 bedroom – 1 2+ bedroom – 1.5	N/A	1 per 7.5 auto stalls. 3 minimum per building
Single-family	Per dwelling unit	2	N/A	None
Duplexes (5)	Per dwelling unit within 1/2 mile of frequent transit service (5)	0	N/A	0.5 per unit
Multifamily structures with four to six units (5)	Per dwelling unit	Studio – 1 1 bedroom – 1.25 2+ bedroom – 1.5	N/A	2
	Per dwelling unit within 1/2 mile of a major transit stop	0	N/A	0.5 per unit
Multifamily structures with seven or more	Per dwelling unit	Studio – 1 1 bedroom – 1.25	N/A	1 per 10 auto stalls. 2 minimum per

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H) .	Max	Required bicycle parking spaces
units (6)		2+ bedroom – 1.5		building
	Per dwelling unit within 1/2 mile of a major transit stop	Studio – 0.75 1 bedroom – 1 2+ bedroom – 1.5	N/A	1 per 7.5 auto stalls. 3 minimum per building
Mobile home subdivision	Per dwelling unit	2	N/A	None
Mobile home parks (7)	Per dwelling unit	1.5	N/A	None
Rooming houses, lodging houses, bachelor or efficiency units (6)	Per occupant	1	3	See multifamily
	Per room within 1/2 mile of a major transit stop	0.75	3	See multifamily
Senior citizen apartments and housing for people with disabilities	Per 3 dwelling units	1	2	See multifamily
	Per dwelling unit within 1/4 mile of frequent transit service	0	N/A	0.25 per unit



Off-Street Parking Dimension Table				
	45-Degree	60-Degree	90-Degree	Parallel
Parking Stall Width (A)	9' (Compact 8')	9' (Compact 8')	9' (Compact 8')	9' (Compact 8')
Parking Stall Depth (B)	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')
Width of Driveway Aisle (C)	13'	18'	24'	12'
Width of One-Way Access	14'	14'	14'	14'

Off-Street Parking Dimension Table				
	45-Degree	60-Degree	90-Degree	Parallel
Driveway (D)				
Width of Parking Lot Access Driveway (E)	24'	24'	24'	24'

G. *Additional Provisions.*

1. For day care, preschools, and nursery schools, one drop-off loading area must be provided per seven (7) students.
2. Restaurants in hotels and motels are managed as a separate use under parking requirements.
3. Accessory dwelling units within one-half (0.5) mile of a major transit stop, defined as a stop for commuter rail, bus rapid transit, or actual fixed route service at intervals of at least fifteen (15) minutes for at least five (5) hours during the peak hours of operation on weekdays, are not required to provide on-site parking spaces if adequate provision of on-street parking facilities is available as determined by the Director.
4. The requirements for reduced parking for affordable housing include the following:
 - a. Housing units must be affordable at fifty (50) percent of area median income or lower.
 - b. The housing unit is located within one-quarter (1/4) mile of a transit stop that receives transit service at least two (2) times per hour for twelve (12) or more hours per day.
 - c. A covenant must be registered on title consistent with the requirements in Chapter [18A.90](#) LMC that will maintain units as affordable for a minimum of fifty (50) years.
5. For middle housing types, housing units that are within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, are not required to provide on-site parking if adequate provision of on-street parking facilities is available as determined by the Director.
6. For multifamily housing types:
 - a. Housing units within one-half (1/2) mile of a transit stop that receives transit service at least two (2) times per hour for twelve (12) or more hours per day are required to provide three-quarters (3/4) parking spaces per unit or one (1) space per bedroom, to a maximum of two (2) spaces per unit.
 - b. At least ten (10) percent of the total parking spaces must be set aside for unreserved guest parking.
7. In mobile home parks, parking spaces in excess of one (1) per mobile home may be grouped in shared parking areas.
8. For housing units that are specifically for seniors or people with disabilities and are within one-half (1/2) mile of a transit stop that receives transit service at

least two (2) times per hour for twelve (12) or more hours per day, no on-site parking is required.

- 9. Garages and carports may not be required as a way to meet minimum parking requirements for residential development;
- 10. Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed;
- 11. Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress;
- 12. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces;
- 13. Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities;
- 14. Off-street parking is not a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible; and
- 15. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.
- 16. Existing parking spaces that do not conform to the requirements of this section are not required to be modified or resized, except for compliance with the Americans with Disabilities Act (ADA.)
- 17. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

Draft Amendments to Title 18B Downtown Subarea Regulations
18B.600.610 Parking.

A. *Off-Street Parking Requirements.* The following off-street parking requirements supersede the requirements in Chapter [18A.80](#) LMC. Uses not listed below must comply with the requirements in Chapter [18A.80](#) LMC.

18B-600-1. Off-Street Parking Requirements.

Land Use	Parking Requirement	Required Bicycle Parking Spaces
Residential	1 per dwelling unit	1 per 10 auto stalls; 2 minimum per building
Retail, Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	1 per 15 auto stalls; minimum of 2
Office	2 per 1,000 GSF minimum; 3 per	1 per 15 auto stalls; minimum of 2

Land Use	Parking Requirement	Required Bicycle Parking Spaces
	1,000 GSF maximum	
Street level retail 3,000 sq. ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	1 per 8,000 GSF of total retail; minimum of 2

B. *Parking Reductions or Increases.* The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one or more of the following:

1. *Reduction Due to Shared Parking at Mixed-Use Sites and Buildings.* A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
2. *Reduction Due to Public Parking Availability.* The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to 50 percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.
3. *Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand.* Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, based on collecting local parking data for similar land uses on a typical day for a minimum of eight hours.

C. *Parking Location and Design.* Parking shall be located behind the building or in a structure except in locations where the parking frontage type is permitted.

D. *Shared Parking.* Shared parking is encouraged to support a walkable and pedestrian-oriented CBD where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter [18A.80](#) LMC.

E. *Public Parking.* Public parking is permitted as a principal or accessory use in the Downtown District subject to the frontage and design standards.

F. *Dimensional Standards.* Parking stall and circulation design shall meet the standards of Chapter [18A.80](#) LMC.

G. Garages and carports may not be required as a way to meet minimum parking requirements for residential development;

H. Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed;

I. Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, “tandem” is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress;

J. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces;

K. Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities;

L. Off-street parking is not a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible; and

M. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.

N. Existing parking spaces that do not conform to the requirements of this section are not required to be modified or resized, except for compliance with the Americans with Disabilities Act (ADA.)

O. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

Draft Amendments to Title 18C Station District Subarea Regulations

18C.600.610 Parking.

A. *Off-Street Parking Requirements.* The following off-street parking requirements supersede the requirements in Chapter [18A.80](#) LMC. Uses not listed below must comply with the requirements in Chapter [18A.80](#) LMC.

Table 18C.600-1. Off-Street Parking Requirements

Land Use	Vehicular Parking Requirement	Bicycle Parking Requirement
Residential	Single-family: 2 per dwelling unit Accessory dwelling: 1 per dwelling unit; or zero when located within 1/2 mile of the Sounder Station or a bus rapid transit stop. (RCW 36.70A.698) Senior citizen apartments: 1 per 3 dwelling units* Multifamily housing:* Studio – 1 per unit 1+ bedroom – 1.25 per unit	Meet rates and standards of: Chapter 18A.80 LMC

Land Use	Vehicular Parking Requirement	Bicycle Parking Requirement
	(At least 10% of the total parking spaces must be set aside for unreserved guest parking)* <i>*See process in subsection B of this section to prepare parking study to reduce further near station.</i>	
Retail Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC
Street-Level Retail 3,000 sq. ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	Meet rates and standards of: Chapter 18A.80 LMC

B. *Parking Reductions or Increases.* The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one (1) or more of the following:

1. *Reduction Due to Shared Parking at Mixed-Use Sites and Buildings.* A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
2. *Reduction Due to Public Parking Availability.* The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to fifty (50) percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.
3. *Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand.* Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, shall be based on collecting local parking data for similar land uses on a typical day for a minimum of eight (8) hours.
4. *Reduction for Housing in Proximity to Sounder Station or Bus Rapid Transit (RCW 36.70A.620).* When located within one-quarter (0.25) mile of the Sounder Station, a bus rapid transit stop, or a fixed route transit stop receiving transit service at least four (4) times per hour for twelve (12) or more hours per day, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one (1) parking space per bedroom or three-quarters (0.75) space per unit, as justified through a parking study prepared to the satisfaction of the Planning and Public Works (PPW) Director or their designee. At the discretion of the Director, this may require evidence that there is sufficient on-street capacity to accommodate parking requirements.

This exemption can apply to the following residential uses:

- a. Housing units that are affordable to very low-income or extremely low-income individuals, which may be exempted from parking requirements if

serviced by a fixed route transit stop receiving transit service at least twice per hour for twelve (12) or more hours per day;

b. Housing units that are specifically for seniors or people with disabilities, which may be provided with an exemption for all parking requirements;

c. Market rate multifamily housing.

5. *Credit for Tree Preservation.* For every significant tree and/or heritage tree preserved within the property, the required number of parking spaces may be reduced by one-half (0.5) spaces, provided the total reduction does not exceed five (5) percent of the total required parking spaces, when combined with all parking incentive credits.

In determining whether to grant a parking reduction, the Planning and Public Works (PPW) Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

In determining whether to grant a parking reduction, the Planning and Public Works (PPW) Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

C. *Parking Location and Design.* Parking shall be located behind the building or in a structure except in locations where the parking frontage type is permitted.

D. *Shared Parking.* Shared parking is encouraged to support a walkable and pedestrian-oriented Station District where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter [18A.80](#) LMC.

E. *Public Parking.* Public parking is permitted as a principal or accessory use in the Station District subject to the frontage and design standards.

F. *Dimensional Standards.* Parking stall and circulation design shall meet the standards of Chapter [18A.80](#) LMC.

G. Garages and carports may not be required as a way to meet minimum parking requirements for residential development;

H. Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed;

I. Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress;

J. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces;

K. Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities;

L. Off-street parking is not a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible; and

M. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.

N. Existing parking spaces that do not conform to the requirements of this section are not required to be modified or resized, except for compliance with the Americans with Disabilities Act (ADA.)

O. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

2025-05 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**
2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**
3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**
4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes.**

2025-05 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes.**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action.**

There would be no adverse environmental impacts due to its adoption. Any potential environmental impacts coming from an application for development would be reviewed under the City's development and environmental protection regulations.

3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process?

This is a non-project action. There would be no adverse environmental impacts due to its adoption.

4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**

5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**

6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again?
N/A.

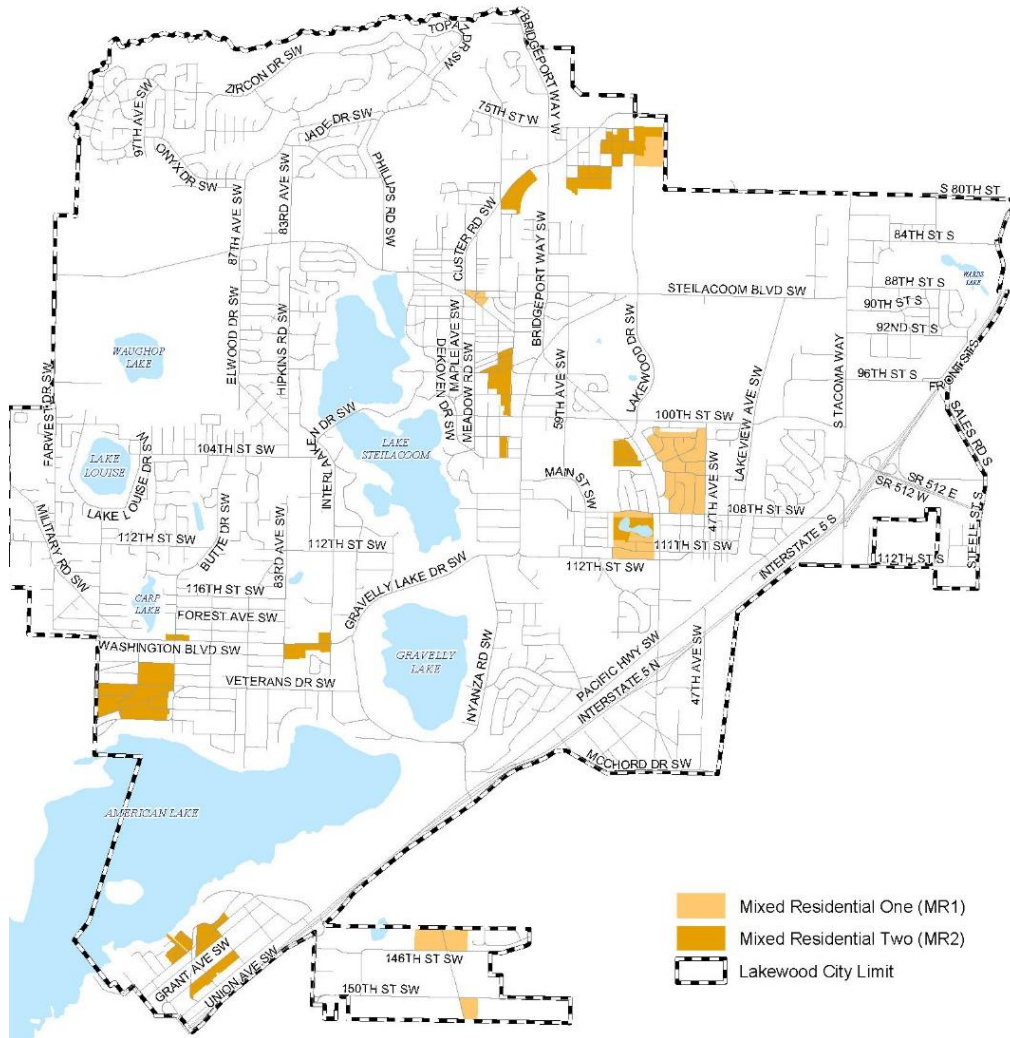
PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-05.

2025-06 Update the Lakewood Municipal Code (LMC) to reincorporate Civic Use and Civic Accessory Use regulations; update LMC 18A.10.180 (Definitions); update LMC 18A.40.080 (A) to allow religious organizations in various land use zones; and update LMC 18A.40.080 (A) to allow day care centers on real property owned or controlled by religious organizations in the Mixed Residential 2 (MR2) zone.

Background

This amendment corrects the unintentional omission of various text sections regarding where Civic Uses are allowed and how they are regulated that occurred during the 2019 rewrite of Lakewood Municipal Code (LMC) Title 18A. This amendment also: updates the description of allowed uses in the Mixed Residential 1 and 2 (MR1 and MR2) zones; incorporates an updated Civic use table in Chapter 18A.40; allows community centers in the MR2 and MF3 zones; and allows day care centers in existing or new religious assembly structures in the MR 1 and MR2 zones.

Per the 2022 Buildable Lands Report, Mixed Residential 1 (MR1) zoning in Lakewood totals 108.5 gross acres (0.9% Of the City); Mixed Residential 2 (MR) zoning totals 151.6 gross acres (1.2% of the City.)



Updates to LMC Title 18A.10.120 (D)(2) description of Mixed Residential 1 and 2 (MR1 and MR2) Zones

2. Mixed Residential Zoning Districts.

a. *Purpose.* The Mixed Residential 1 (MR1) and Mixed Residential 2 (MR2) zoning districts promote residential renewal to small-lot detached single-family residential dwellings, attached single-family dwellings, and two-family residential development. Small scale multifamily residential is permitted in the MR2 zone. These districts provide for moderate residential density using a variety of urban housing types and designs. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types. Development standards for the Mixed Residential zoning districts are intended to encourage increased residential densities. The MR 1 and MR2 zones may include supporting infrastructure, amenities, and services that allow for higher-density development.

b. *Applicability – Mixed Residential Zoning Districts.* The MR1 and MR2 zoning districts are applicable to land designated Mixed Residential in the comprehensive plan.

Updates to LMC 18A.10.180 (Uncited code sections remain unchanged)

“Community and Cultural Services” include establishments primarily engaged in the provision of services that are strongly associated with community, social, or public importance. Examples include libraries, museums, art galleries, senior centers, community centers, performing arts theaters, and community clubs and organizations.

Level 1: Establishments which do not exceed 14,999 gross square feet.

Level 2: Establishments which are between 15,000 gross square feet and 40,000 gross square feet.

“Daycare facilities” means any type of group day care programs, for children, including nursery schools for children under minimum age for education in public schools, parent cooperative nursery schools, playgroups for preschool children, covering afterschool care for school children, and programs which provide organized learning and education experiences, provided such establishments are licensed by the state and conducted in accordance with state requirements. For the purpose of this title the following shall also apply to day care center, nursery schools or preschools:

1. “Babysitting care” means a dwelling which provides occasional custodial care to children, for periods of less than twenty-four (24) hours, who do not reside within the residence of the person providing the care. Babysitting care is not necessarily provided in exchange for compensation.

2. Level 1: “Family day care” means a state-licensed day care provider as defined in RCW 74.15.020, who regularly provides day care for not more than twelve (12) children in the provider’s home in the family living quarters.

3. Level 2 includes:

“Day care center” means a place, other than the home of the provider, which provides regular custodial care for twelve (12) or more children, for periods of less than twenty-four (24) hours.

“Preschool/nursery school” means a place, other than the home of the provider, which provides regular custodial care and/or organized learning and educational experiences for children.

“Educational Services, Civic” include services provided by public, private, or parochial institutions. Examples include grade schools, community colleges, public and private colleges or universities.

Level 1: Primary and secondary educational facilities such as kindergarten, elementary, middle schools, and junior high schools.

Level 2: High schools and higher educational facilities such as community colleges, colleges or universities.

“Government Facilities” include the executive, legislative, judicial, administrative and regulatory activities of local, state, federal, and international governments or special districts that may perform public services and work directly with citizens. Examples include courthouses, emergency response facilities, maintenance facilities, human and social service offices, health offices, and government offices.

Level 1: Uses that do not exceed 9,999 gross square feet.

Level 2: Uses of greater than 10,000 gross square feet.

“Military Installations” means governmentally owned or controlled property and facilities which support a range of uses to facilitate military operations in a “compound” setting, as distinguished from stand-alone facilities such as recruiting stations or armories. The autonomy associated with governmental ownership or control of the property, in combination with the unique character of the military operations and support structures, are not typical of civilian uses.

“Outdoor Recreation” means recreational areas and recreation facilities which primarily are owned or operated by private, public, or non-profit entities for the use and enjoyment of the general public. Examples include neighborhood parks, community parks, regional parks, waterfront parks, open space, arboretums, small or special landscaped areas, community and “pea patch” gardens, fairgrounds, zoos, and swimming pools. In some cases, such areas and facilities may be incidental to private development, such as open space set-asides necessary for environmental mitigation and children’s play areas (“tot lots”).

“Places of assembly” means a facility providing for the assembly of persons for interaction as a primary use, including community centers, and religious institutions, also referred to as place(s) of assembly for worship. Place(s) of assembly do not include art centers, conservatories, convention centers, libraries, museums.

residential dwellings, recreational and entertainment facilities, theaters, shelters, or social service distribution facilities, which fall under separate definitions in this code.

“Transportation facilities” means the provision of public or semi-public transportation services. Examples include parking garages, park-and-ride lots, commercial parking lots, bus shelters, bus stations, bus transfer centers, passenger rail stations, ferry docks, and other types of public and quasi-public transportation facilities.

Level 1: Transportation uses serving neighborhoods, such as bus shelters.

Level 2: Transportation uses serving communities and regions, such as passenger rail and bus stations; parking facilities, including park-and-rides; and weigh stations.

Level 3: Taxi, shuttle, and bus “barns” and yards, and motor pool facilities. May include usable and/or scrap tire piles of up to a total of two hundred (200) tires as an accessory use.

Level 4: Airports, heliports, landing fields or waterways.

New Section LMC 18A.40.035

18A.40.035 Civic uses.

A. The Civic use category includes facilities or services that serve a demonstrated public function and are generally considered to be of community importance, such as educational, cultural, medical, protective, and governmental facilities and uses.

B. Civic Use Land Use Table. See LMC 18A.10.180 for definitions of Civic Uses. 18A.40.035 (C) for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

<u>Uses</u>	<u>Zoning Classification</u>																				
	<u>R1</u>	<u>R2</u>	<u>R3</u>	<u>R4</u>	<u>MR1</u>	<u>MR2</u>	<u>MF1</u>	<u>MF2</u>	<u>MF3</u>	<u>ARC</u>	<u>NC1</u>	<u>NC2</u>	<u>TOC</u>	<u>CBD</u>	<u>C1</u>	<u>C2</u>	<u>C3</u>	<u>IBP</u>	<u>I1</u>	<u>I2</u>	<u>PI</u>
<u>Community and Cultural Services Level 1</u>			<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>					<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>					
<u>Community and Cultural Services Level 2</u>						<u>C</u>				<u>C</u>		<u>C</u>	<u>C</u>	<u>C</u>		<u>C</u>	<u>C</u>				<u>C</u>
<u>Daycare Facilities Babysitting Care</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>			<u>P</u>	<u>P</u>							
<u>Daycare Facilities Level 1 Family Day Care</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>			<u>P</u>	<u>P</u>							
<u>Daycare Facilities Level 2 Day Care Center, Preschool/Nursery School</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>			<u>P</u>				<u>P</u>

Uses	Zoning Classification																					
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	
Education Services Level 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Education Services Level 2	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Government Facilities Level 1					P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Government Facilities Level 2						C	C		C	C		C		C	C	C	C		C	C		
Outdoor Recreation	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Places of Assembly					P	P					P	P	P	P	P	P	P					
Transportation Facilities Level 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Transportation Facilities Level 2									P	P		P	P	P			P					
Transportation Facilities Level 3										P										P	P	P
Transportation Facilities Level 4																						

P: Permitted Use C: Conditional Use “-”: Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection C of this section.

Applications for all uses must comply with all of subsection C of this section’s relevant general requirements.

C. Development and Operating Conditions.

1. Civic accessory uses are subject to all applicable construction permits and include:

- a. Professional Offices Level 1
- b. Daycare Facilities Level 2
- c. Eating and Drinking Establishment Level 1/2
- d. Storage buildings and outdoor storage, subject to the provisions of LMC 18A.50.170, Outdoor Storage and Commercial Yard Surfacing Standards, for maintenance equipment and goods utilized in the primary use.
- e. Antennae and satellite dishes for private telecommunication services, subject to specific standards, including siting criteria, set forth in LMC 18A.70.600, Wireless Telecommunications Facilities.
- f. Facilities used in on-site grounds maintenance.
- g. On-site soil reclamation treatment in accordance with state regulations.
- h. Retaining walls, freestanding walls, and fences.

i. Accessory caretaker's dwelling, subject to the provisions of LMC 18A.70.350.

j. Private docks and mooring facilities as regulated by applicable shoreline management regulations.

k. Community and Cultural Services Level 1/2, in conjunction with an Outdoor Recreation use type.

l. Amusement and Recreation Level 1, in conjunction with an Outdoor Recreation use type.

m. Lodging Level 2, in conjunction with an Outdoor Recreation use type.

18A.40.040 Commercial and industrial uses.

A. *Commercial and Industrial Land Use Table.* See LMC [18A.40.040\(B\)](#) for development and operating conditions. See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

Commercial and Industrial	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (B)(1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Community center	-	-	-	-	-	P	-	-	P	-	-	P	P	P	P	-	P	-	-	-	-	C
Places of assembly	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	P

P: Permitted Use C: Conditional Use “-”: Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection [B](#) of this section.

Applications for all uses must comply with all of subsection [B](#) of this section's relevant general requirements.

B. *Development and Operating Conditions.*

18A.40.080 Health and social services.

A. *Health and Social Services Land Use Table.* See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Health and Social Services See note (B)(1)*																					
Day care center in existing and new schools (B)(2)	-	-	-	-	-	-	-	-	P	C	P	P	P	P	P	P	C	-	-	-	P
Day care center in existing or new religious assembly structures churches (B)(2)	P	P	P	P	P	P	-	-	P	C	P	P	P	P	P	P	C	-	-	-	-
Day care center providing care for	-	-	-	-	P	P	P	P	P	C	P	C	P	P	P	P	C	-	-	-	-

Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Health and Social Services See note (B)(1)*																					
children and/or adult relatives of owners or renters of dwelling units located on the same site (B)(2) , (B)(3)																					
Day care center providing care for children and/or adult relatives of employees of a separate business establishment located on the same site (B)(2) , (B)(3)	-	-	-	-	-	-	-	-	-	C	P	P	C	C	P	P	C	P	-	-	C
Day care center, independent (B)(2)	-	-	-	-	-	-	-	-	P	-	P	P	P	P	P	P	C	-	-	-	C
Human service agency offices	-	-	-	-	-	-	-	-	-	C	P	P	P	P	-	P	P	P	-	-	-
Medical service, urgent care clinic	-	-	-	-	-	-	-	-	-	-	-	P	C	P	-	P	P	-	-	-	-
Medical service, doctor office	-	-	-	-	-	-	-	-	-	C	P	P	-	P	-	P	P	-	-	-	-
Medical service, hospital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	C
Medical service, integrated medical health center	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	-	C	-	-	-	C
Medical service, lab	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	C	C	P	-	-	C
Pharmacy	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	P	P	-	-	-	-
Preschool/nursery school	P	P	P	P	-	-	P	P	P	C	P	P	P	P	P	P	C	C	-	-	C

P: Permitted Use C: Conditional Use “-”: Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection [\(B\)](#) of this section.

B. Development and Operating Conditions.

1. Family day care and other health and social services which are residential in nature are regulated under LMC [18A.40.110](#), Residential uses. Adult family homes are regulated under LMC [18A.40.120](#), Special needs housing.

2. Includes adult and child day care, subject to all state licensing requirements.

3. Day care centers providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site, and day care centers providing care for children and/or adult relatives of employees of a separate business establishment located on the same site, shall be given the following allowances to encourage development of such uses:
 - a. Such day care centers shall not be required to provide parking for the day care use in addition to parking required for the primary business or the dwelling units; and
 - b. Such day care centers may provide care for children and/or adults other than those related to employees of the on-site business or the owners or renters of the on-site dwelling units.

2025-06 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council?
2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan?
3. Is the proposed amendment or revision consistent with the county-wide planning policies?
4. Does the proposed amendment or rezone comply with the requirements of the GMA?

2025-06 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes.**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption. Any potential environmental impacts coming from an application for development would be reviewed under the City's development and environmental protection regulations.**
3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**

4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**

5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**

6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again?
N/A.

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-06.

2025-07 Adoption of 2025-2029 Commute Trip Reduction (CTR) Plan consistent with state law.

Background

The intent of the state Commute Trip Reduction Law (CTR) is to require local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle commute trips. Such plans shall require major employers and employers at major worksites to implement programs to reduce single-occupant vehicle commuting by employees at major worksites.

The CTR law affects worksites with 100 or more full-time employees who begin their shift between 6 and 9 a.m. on weekdays in the nine most populous counties in the state. Worksites develop and manage their own programs based on:

- Transportation demand management strategies identified as having the greatest effect for their employees.
- Locally adopted goals for reducing vehicle trips and miles traveled.

Worksites conduct CTR surveys every other year to measure vehicle miles traveled and the mode choices of their employees. WSDOT and jurisdictions use these survey results to report on collective progress toward drive-alone and vehicle miles traveled reduction targets.

CTR Plan – Local Adoption

“Cities and counties submit their CTR plan to the jurisdiction’s decision-making body.”
...must follow, at a minimum, local public outreach procedures for adoption or amendment of comp plans including public notices, meetings and hearings.

WAC 468-63-040(1)(b)(iv)

“If the CTR board approves a local CTR plan, the local jurisdiction shall **then adopt the local CTR plan by ordinance** and begin to implement the plan and any other necessary changes to local ordinances, plans, or programs.”

WAC 468-63-040(1)(d)(iv)

Example Adoption Steps

- **Planning Commission**
 - Staff report
 - Briefing or Workshop
 - Public notice
 - Public Hearing → Recommendation
- **Council**
 - Staff report
 - Briefing or Workshop
 - Public notice
 - First Council Hearing (first reading)
 - Second Council Hearing (second reading)
→ Adoption

External)



Month	Jurisdictional responsibility
July '24	<ol style="list-style-type: none"> 1. Revise draft CTR plan based on June updates to the template and engagement feedback 2. Attend July meeting (<i>date TBD</i>) 3. Request one-on-one consultations if needed
Aug '24	<ol style="list-style-type: none"> 1. Finish CTR plan and prepare it for PSRC review <ul style="list-style-type: none"> • Due mid-September
Sept-Nov '24	<ol style="list-style-type: none"> 1. Update your CTR plans based on PSRC review
Dec '24	WA State TDM Technical Committee approves jurisdictional plans
2025	<i>Public comment period and adoption by June 2025</i>

The draft Lakewood 2025-2029 Commute Trip Reduction (CTR) Plan follows the PPW analyses included below. WSDOT and PSRC have provided preliminary approval of the draft.

2025-07 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**
2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**
3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**
4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes.**

2025-07 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes.**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption. Any potential environmental impacts coming from an application for development would be reviewed under the City’s development and environmental protection regulations.**

3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process?

This is a non-project action. There would be no adverse environmental impacts due to its adoption.

4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**

5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**

6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-07.

Attached is the draft Lakewood 2025-2029 Commute Trip Reduction (CTR) Plan including the preliminary approval of the PSRC and the approval of the WSDOT Transportation Demand Management (TDM) Technical Committee.

City of Lakewood Commute Trip Reduction (CTR) Four-Year Plan Update: 2025 - 2029

September 12, 2024 DRAFT



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Appendices

Appendix A

Title of Appendix Here

Abbreviations

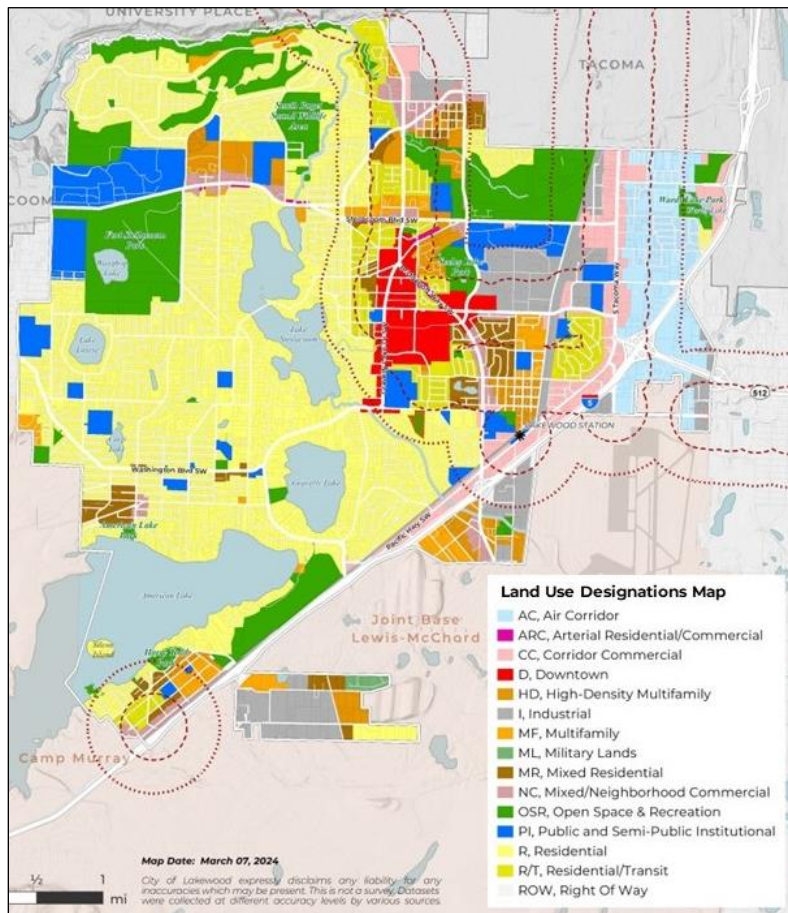
ACS	American Community Survey
Census	U.S. Census Bureau
City	City of Lakewood
Comprehensive Plan	City of Lakewood Comprehensive Plan
County	Pierce County
CTR	commute trip reduction
DSHS	Washington State Department of Social and Health Services
ETC	Employee Transportation Coordinator
JBLM	Joint Base Lewis-McChord
MIC	Frederickson Regional Manufacturing/Industrial Center
ORCA	One Regional Card for All
PSRC	Puget Sound Regional Council
RTPO	regional transportation planning organizations
SOV	single-occupancy vehicle
SR	State Route
State	State of Washington
WTP	Washington State Transportation Plan

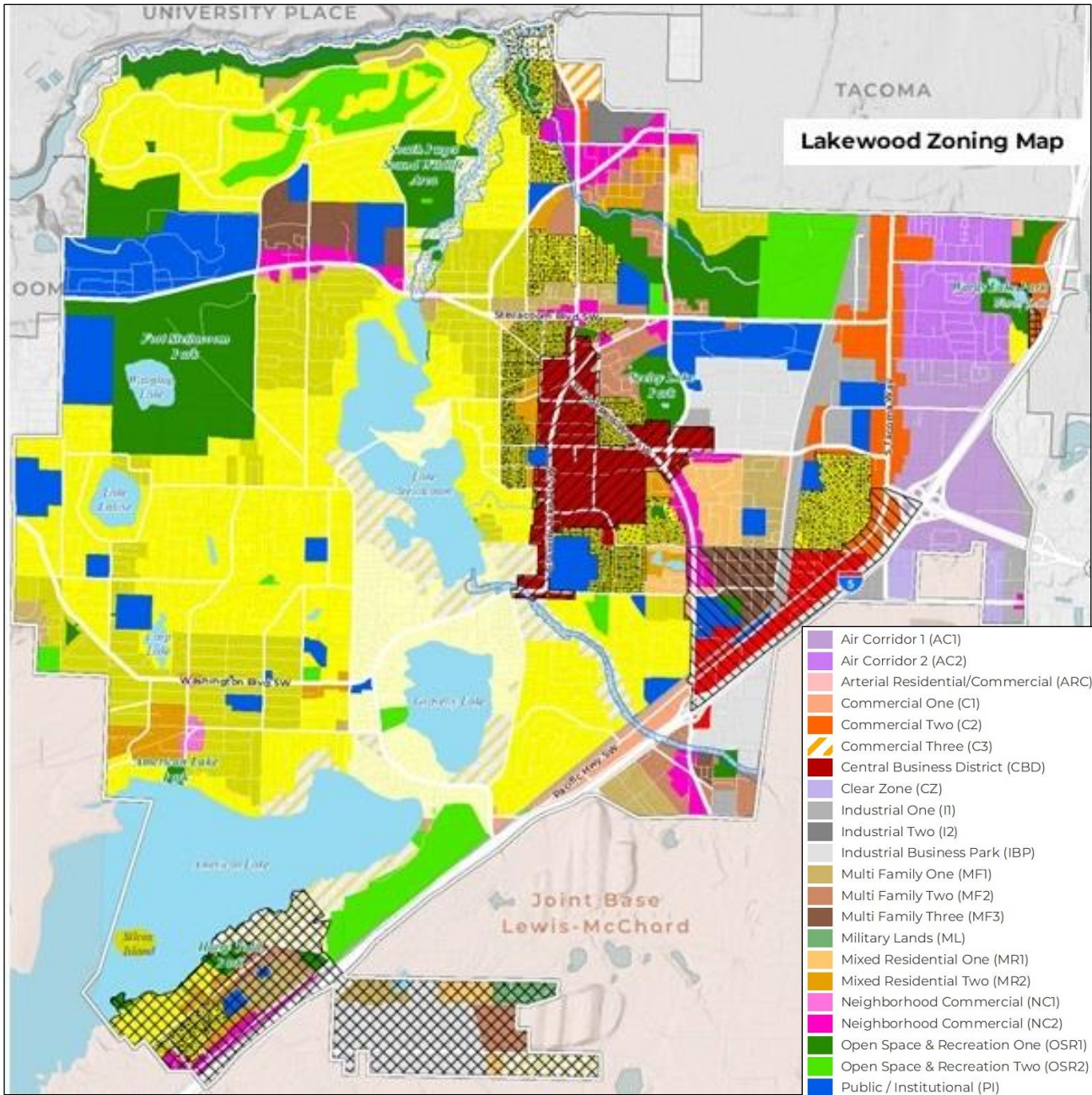
1. Local Land Use and Transportation Context and Objectives

a. Setting In Lakewood as It Is Today or Will Be in the Near Future

Incorporated in 1996, the City of Lakewood is now the second largest city in Pierce County, Washington with an estimated 2021 population of 67,397. Lakewood incorporated as an extensively developed, mature community; the majority of privately held properties within the City boundaries are developed and improved. The overall infrastructure network, including transportation, utilities, and open space is largely in place with several notable exceptions. Most future population and employment growth will occur as the result of urban infill and redevelopment of existing properties.

The City updated its Land Use Designations Map and Land use Zoning Map in 2024 (see below) to reflect the changes in housing density required by state law, including adding increased density options in single family areas and reducing SOV parking requirements within ¼ mile of “major transit stops.”

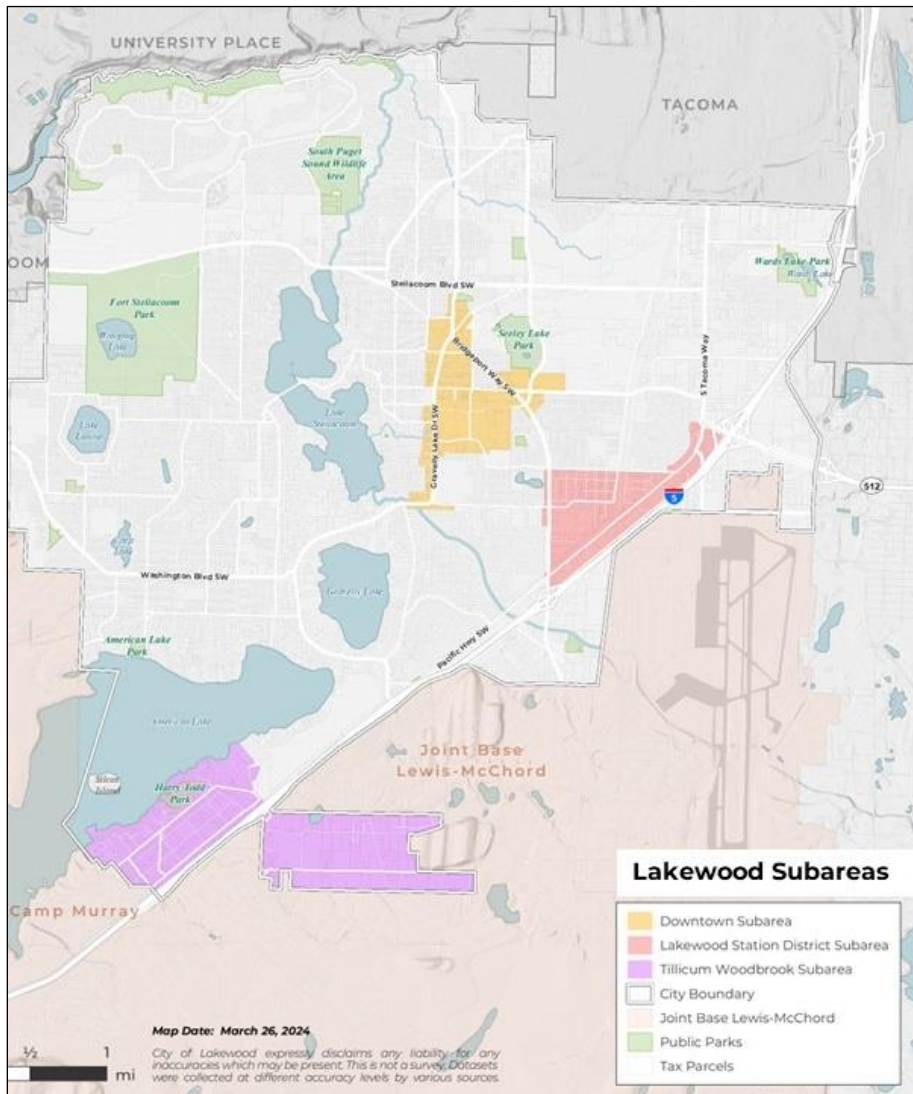




Lakewood Zoning Map

- Air Corridor 1 (AC1)
- Air Corridor 2 (AC2)
- Arterial Residential/Commercial (ARC)
- Commercial One (C1)
- Commercial Two (C2)
- Commercial Three (C3)
- Central Business District (CBD)
- Clear Zone (CZ)
- Industrial One (I1)
- Industrial Two (I2)
- Industrial Business Park (IBP)
- Multi Family One (MF1)
- Multi Family Two (MF2)
- Multi Family Three (MF3)
- Military Lands (ML)
- Mixed Residential One (MR1)
- Mixed Residential Two (MR2)
- Neighborhood Commercial (NC1)
- Neighborhood Commercial (NC2)
- Open Space & Recreation One (OSR1)
- Open Space & Recreation Two (OSR2)
- Public / Institutional (PI)
- Residential One (R1)
- Residential Two (R2)
- Residential Three (R3)
- Residential Four (R4)
- Transit Oriented Commercial (TOC)
- Water/OSR1
- Downtown Subarea
- Draft Residential/Transit Overlay
- Lakewood Station District Subarea

Lakewood’s Comprehensive Plan includes three subareas: the Downtown Subarea, the Lakewood Station District Subarea, and the Tillicum Woodbrook Subarea (shown below). Lakewood expects to see and is planning for concentrated housing and employment growth in these subareas.

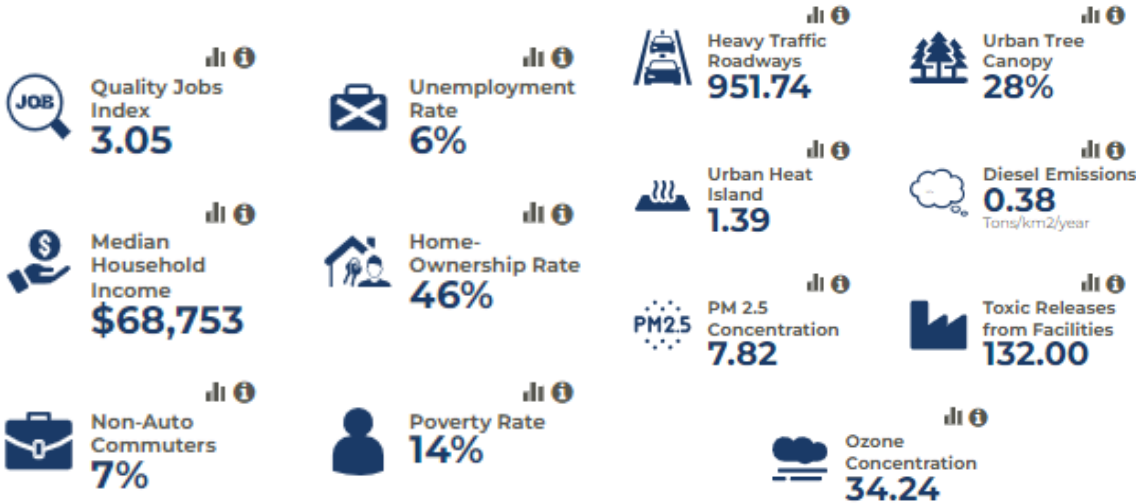


Population characteristics

- **Expected population targets are significantly higher than historical population trends.** Under the recently approved Countywide Planning Policies for Pierce County, it is expected that Lakewood’s population will grow by an additional 22,992 people to 86,792 total residents. This represents a growth rate of about 1.4% per year, which is a significant increase over recent historical trends.
- **The local population has a disproportionate number of younger adults.** In comparison to other communities, Lakewood has a greater proportion of residents that are 20–29 years old. There is also a higher proportion of residents 60 years of age and older. This is possibly tied to the proximity to Joint Base Lewis-McChord (JBLM), both with younger service members living off-base and older veterans living closer to available veterans’ facilities.

- **The Lakewood community is becoming more diverse.** Over the past decade, Lakewood has become notably more racially diverse. There has been a decline in both the proportional and total number of white residents (from 54% in 2010 to 48% in 2020), while other populations of people of color have increased over time. Lakewood is home to a higher percentage of Black, Indigenous and people of color compared to Pierce County.
- **Veterans form a key part of the population of the city.** While the oldest veterans are represented at rates comparable to the county overall, Lakewood has a greater proportion of veterans in its population between the ages of 18 and 74. This is due in part to the presence of JBLM, including the availability of services to veterans in the community.

	2044 Citywide Growth Targets	2035 Targets for Downtown Subarea	2035 Targets for Station District Subarea	2044 Targets for outside subareas	2044 Citywide Emergency Housing Unit Target
Housing Units	9,378 net new units	2,257 net new units (~24% of '44 target)	1,772 net new units (~19% of '44 target)	5,349 (~57% of '44 target)	574
Jobs	9,863 net new jobs	7,317 net new jobs (~74% of '44 target)	1,276 net new jobs (~13% of '44 target)	1,270 (~13% of '44 target)	-

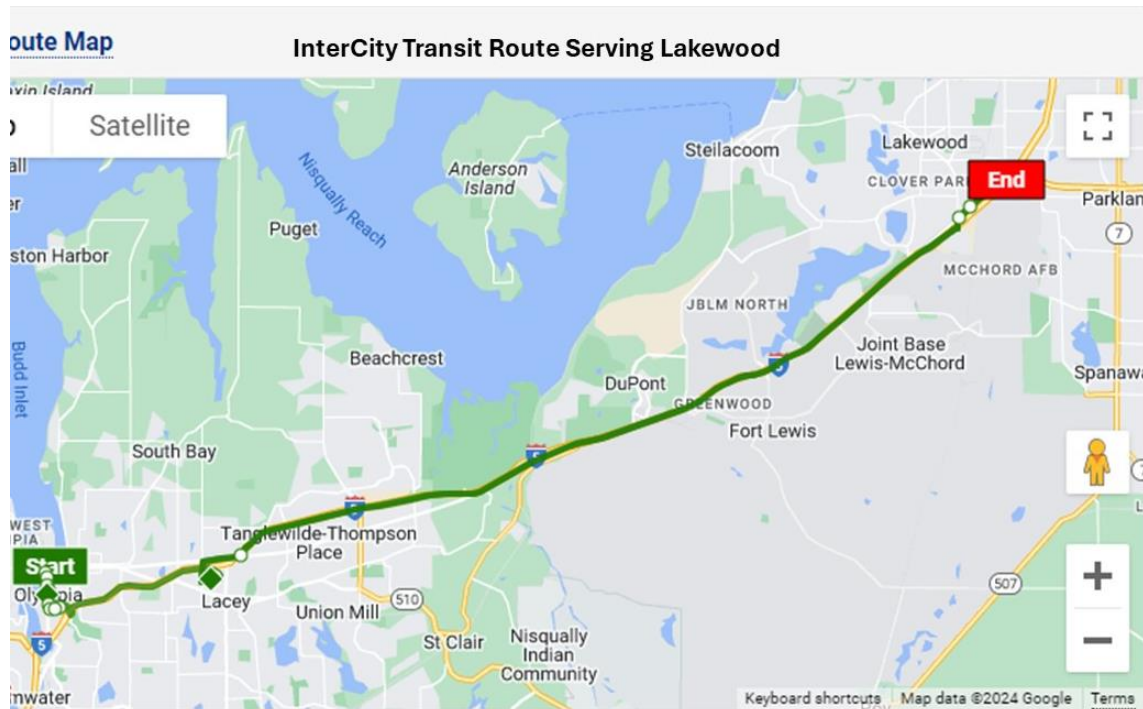


Source: 2024 Lakewood, WA Equity Index Map

Features of Land Use and Transportation Facilities and Services that Affect Commuters

Three transit providers operate within the City of Lakewood: Pierce Transit, Intercity Transit, and Sound Transit. Pierce Transit provides bus service throughout Lakewood and all three transit agencies provide service to areas outside of Lakewood.

Pierce Transit provides transit service within the City of Lakewood and throughout Pierce County (see map below.). There are currently ten local routes serving the City of Lakewood, offering connections to McChord AFB, Parkland Transit Center, Tillicum, Steilacoom, Tacoma Mall, and downtown Tacoma. Nine of these routes connect at the Lakewood Transit Center, adjacent to the north side of Lakewood Towne Center.



Source: Intercity Transit, 2024

Several transit service facilities are located in Lakewood, including:

- The Lakewood Transit Center located in the Town Center area;
- The SR 512 Park & Ride near the SR 512 / I-5 interchange; and
- Lakewood Station on Pacific Highway SW near the Bridgeport Way SW interchange with I-5.

Under the Sound Transit 3 package, 28 new or extended bus rapid transit lines are planned across all four Puget Sound Regional Council (PSRC) counties through 2040. Passenger-only ferry routes are also expanding, with four routes currently operating as of 2019 and new routes being studied for the future. Further investment in commuter rail service is also occurring.

Intercity Transit in Thurston County operates a limited stop service from Olympia to the SR 512 Park-and-Ride in Lakewood, where riders can connect to Pierce Transit local bus and Sound Transit ST Express bus.

The Pierce Transit Lakewood Transit Center (TC) has the highest ridership of all the stops in the Pierce Transit system. Eight Pierce Transit routes serve this location. In fall 2019 (pre-pandemic), 1,211 people used this station each weekday.

The Pierce Transit Stream Bus rapid Transit (BRT) System Expansion Study (completed in 2023) analyzed four high performing bus route corridors throughout the Pierce Transit service area for potential future Stream BRT or HCT service. See map on next page.

Route 206 connects Lakewood TC and Joint Base Lewis-McChord (JBLM) Madigan Hospital, via Springbrook, Woodbrook and Tillicum neighborhoods. The route serves multiple lower-income neighborhoods. It is the only route in this area and operates every 30 minutes on weekdays and

Saturdays, and hourly on Sundays. Stream BRT service to Tillicum was considered in early planning stages but was discarded due to the high cost compared to low projected ridership. But this area is growing and demonstrates a need for better bus service. In the future, Route 206 may also provide a connection to Stream BRT at Lakewood TC. Improvements to Route 206 may include increasing frequency to every 20 or 15 minutes on weekdays and to every 30 minutes on Sundays. Timed transfers at Lakewood TC can make service more convenient, as many Route 206 riders transfer.



Pierce Transit BRT Route Options. *Source:* Pierce Transit 2023 Stream BRT System Expansion Study Final Report

With work now underway on Pierce Transit’s next Long Range Plan, Destination 2045, the agency is similarly seeking targeted feedback from the 13 local jurisdictions, Pierce County, and other stakeholders, to ensure that any proposed long range high capacity transit projects or new bus routes are in alignment with local or regional transportation plans.

The Sound Transit 3 (ST3) plan adds 62 miles of light rail and implements BRT and other express services throughout the region. Voters approved the plan in November 2016, which includes Lakewood and South Tacoma Sounder station access improvements. The Pierce Transit Stream BRT candidate corridors connect to many of these transit centers, strengthening the regional transit network. See map below.



South Sound Projects funded via Sound Transit 3 Package. *Source:* Sound Transit

The Lakewood Sounder station provides access to the Sound Transit S Line to Seattle. Service is very commuter-oriented, with seven outbound trips in the morning and seven inbound trips in the afternoon. There is one inbound trip from Seattle to Lakewood in the morning. In addition to rail service, Sound Transit Express routes 592 and 594 also serve Lakewood Sounder station. The public and stakeholders emphasized the importance of the 594 in particular. This route runs every 20-30 minutes from 8:30 a.m. to 10 p.m. with service to Seattle.

Sound Transit and Lakewood are partnering in 2024 to complete “access improvement projects that support increased use of transit assets at the Sounder Station:



2024 Sound Transit Access Improvement Projects at Lakewood Station. *Source:* Pierce Transit 2023 Stream BRT System Expansion Study Final Report

In 2024, Pierce Transit’s routes 2 (Corridor A), 3 (Corridor B) and 4 (Corridor D) do not serve Lakewood Sounder. Community input into Pierce Transit’s 2023 Stream BRT System Expansion Study Final Report showed people strongly favor Pierce Transit buses serving the Lakewood

Sounder Station. Many of the routes that terminate at Lakewood Transit Center, including routes 2, 3 and 4, could be extended along Bridgeport Way to include Lakewood Sounder Station. The Lakewood Sounder station and SR 512 Park-and-Ride are one mile apart and served by different transit options. Understanding the markets served at each may reveal opportunities for optimizing local and regional connections.

The access improvements being built at, and the land use planning around, the Sounder Station concentrating jobs and housing nearby per the Lakewood Station District Subarea Plan make a strong case for Stream BRT to serve this location in the future.

As of 2022, WSDOT work continues to build the HOV lanes from Thorne Lane in Lakewood south to Mounts Road in DuPont. When these HOV facilities are complete, the section from South 38th Street to Thorne Lane remains the final gap needed to implement continuous HOV lanes on I-5 through Pierce County. While not yet funded, this section remains a priority for WSDOT.

When completed, the I-5 Gravelly-Thorne Connector will provide access to Lakewood neighborhoods of Tillicum and Woodbrook for pedestrians and bicyclists from Gravelly Lake Drive south to Thorne Lane.

WSDOT is in the third phase of a series of projects that widen Interstate 5 from Mounts Road near DuPont to Gravelly Lake Drive in Lakewood. Southbound I-5 currently narrows down from four lanes to three, just past 41st Division Drive. This project extends the existing southbound I-5 HOV lane to Steilacoom-DuPont Road. The northbound HOV lane will extend from Mounts Road to the existing HOV lane at 41st Division Drive.

At the Steilacoom-DuPont Road interchange (exit 119), a new overpass will be constructed. The new overpass creates enough space to extend the I-5 HOV lanes further south into DuPont and provides increased vertical clearance over the interstate to meet current standards.

Construction along this stretch of I-5 began in early August 2023 and will continue through 2026. The completed project will improve mobility along I-5 in the vicinity of Joint Base Lewis-McChord. Current traffic flow in the area is constrained by the proximity of the I-5 ramp intersections, Joint Base Lewis-McChord's DuPont Gate, the railroad, and the intersection of Wilmington Drive and Barksdale Avenue. Building a new Steilacoom-DuPont Road interchange will provide increased distance between the intersections while maintaining access to neighboring communities and JBLM. Once the new interchange is constructed, the existing bridge at exit 119 will be removed.

b. Land Use Features that Affect Commuters

There are 14 lakes in Lakewood that limit the City's ability to construct east-west transportation corridors and to provide transit into the City's west side, which is primarily residential.

Transportation Facilities and Services that Affect Commuters

Lakewood's southern area is bisected by I-5 and is immediately adjacent to Hwy 512. Bridgeport Way, Gravelly Lake Drive, Pacific Highway, and South Tacoma Way are major Lakewood streets that provide in-city commuting opportunities into Tacoma and University Place.

When the I-5 HOV lanes from Thorne Lane in Lakewood south to Mounts Road in DuPont are complete, the section from South 38th Street to Thorne Lane remains the final gap needed to implement continuous HOV lanes on I-5 through Pierce County. While not yet funded, this section remains a priority for WSDOT.

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Voters approved measures authorizing \$54 billion to build out the region's light rail network, which will extend from Seattle to Everett, Tacoma, Redmond, and Issaquah. When complete, the region's light rail system will be among the largest in the nation. In addition, 28 new or extended bus rapid transit lines are planned across all four Puget Sound Regional Council (PSRC) counties through 2040. Passenger-only ferry routes are also expanding, with four routes currently operating as of 2019 and new routes being studied for the future. Further investment in commuter rail service is also occurring.

Intercity Transit in Thurston County operates a limited stop service from Olympia to the SR 512 Park-and-Ride in Lakewood, where riders can connect to Pierce Transit local bus and Sound Transit ST Express bus.

The Pierce Transit Stream Bus rapid Transit (BRT) System Expansion Study (completed in 2023), which analyzed four high performing bus route corridors throughout the Pierce Transit service area for potential future Stream BRT or HCT service, included targeted outreach to leaders in jurisdictions to gauge their readiness to partner on large scale capital projects. See map below.



Pierce Transit BRT Route Options. *Source:* Pierce Transit 2023 Stream BRT System Expansion Study Final Report

- Top priority: Corridor B (Lakewood to Tacoma Mall to downtown Tacoma) had the highest corridor prioritization score and is the top priority for implementation.
- Next highest priority: Corridor A (Lakewood to Tacoma via Bridgeport Way and S. 19th Street). Routing length and termini would be determined in partnership with Sound Transit and local agencies at a later date through additional planning.

With work underway in 2024 on Pierce Transit’s next Long Range Plan, Destination 2045, the agency is similarly seeking targeted feedback from the 13 local jurisdictions, Pierce County, and other stakeholders, to ensure that any proposed long range high capacity transit projects or new bus routes are in alignment with local or regional transportation plans.

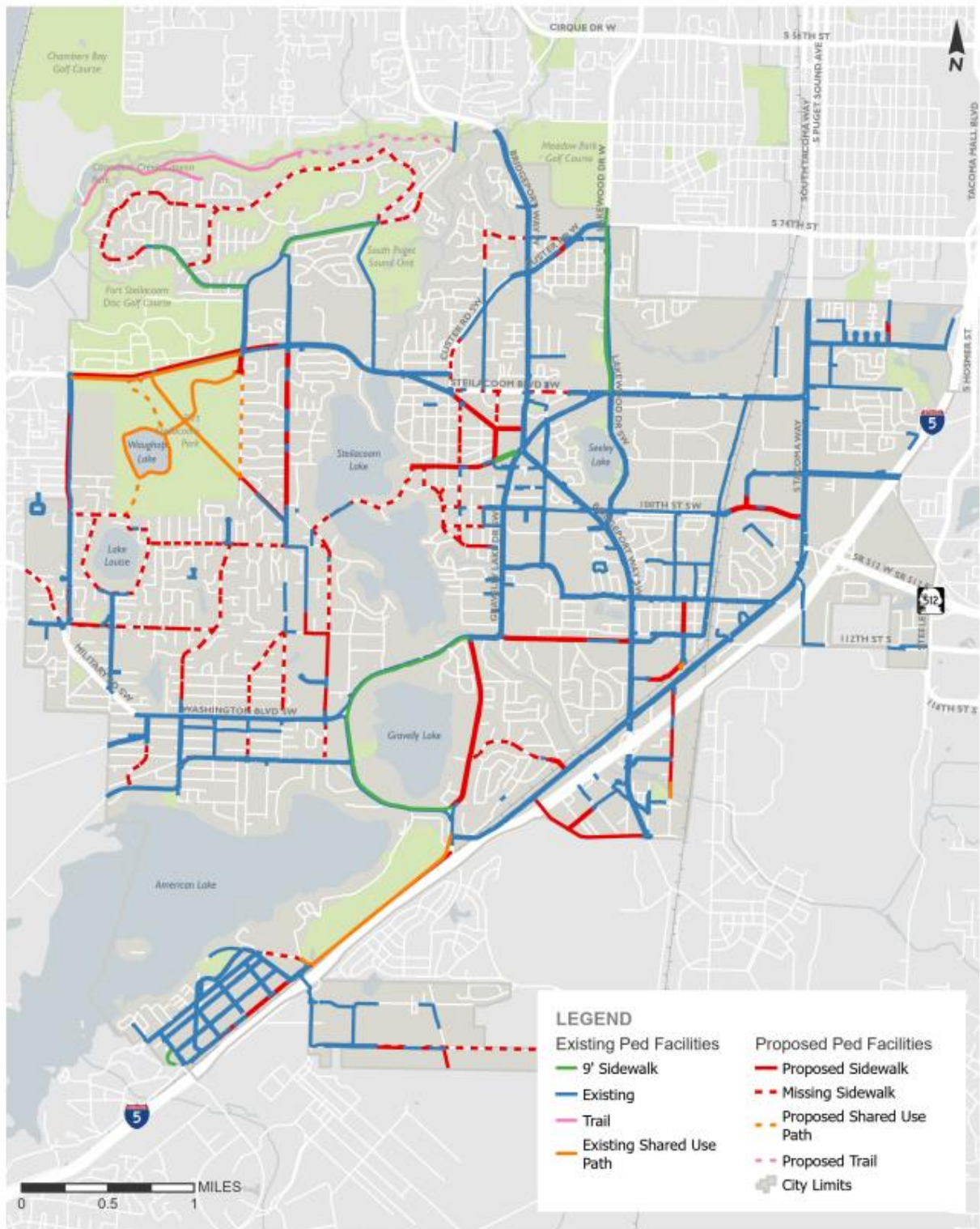
The Sound Transit 3 (ST3) plan adds 62 miles of light rail and implements BRT and other express services throughout the region. Voters approved the plan in November 2016, which includes Lakewood and South Tacoma Sounder station access improvements. The Pierce Transit Stream BRT candidate corridors connect to many of these transit centers, strengthening the regional transit network. See map below.

Figure 8: ST3 Projects in the South Sound



Source: Sound Transit

Lakewood's Pedestrian System Plan (2023)



Source: Lakewood Nonmotorized Transportation Plan, 2023

c. Whether and How Commuting Patterns Have Changed in the Past Few Years

The COVID-19 pandemic drastically disrupted public transportation ridership and slashed transit boardings across almost all communities in 2020. Transit agencies such as Pierce Transit, Sound Transit, and Intercity Transit saw historic lows in ridership both during and after the pandemic. Since the pandemic, ridership for essential workers and students has started to increase, though it remains 40 to 65 percent below pre-2020 levels according to interviews with transit agencies. While Pierce County certainly experienced declines, areas and stations surrounding major worksites for essential workers tended not to decline as much and have rebounded more quickly than areas in east/north King County and Snohomish County.

While the rise of remote work opportunities has decreased the need for transit for some workers, other workers have expressed an interest in returning to in-person work. Transit agencies are now seeing ridership spread throughout more of the workday and on weekends, rather than being concentrated in traditional commuting hours and peaks.

Implications for CTR

There are a number of implications for CTR from these changes, specifically:

The increase in availability and practicality of remote work indicates a long-term reduction in commute trips to worksites, which meets a critical goal of CTR.

The increasing demand for public transit, especially near key work sites, provides an opportunity for CTR incentives to meet a community need.

The shift in peak commute times suggests a decrease in congestion and traffic volume between 6:00 a.m. and 9:00 a.m.; however, it also means that congestion is more widespread throughout the day.

d. The Most Important Land Use and Transportation Objectives from Plans that Commute Trip Reduction Most Directly Affects

CTR directly affects land use and transportation objectives adopted by the City's Comprehensive Plan. Strategies and policies implemented as part of this CTR Plan help support the Comprehensive Plan objectives by encouraging residents and workers to use the alternative transportation modes that new development is designed to incorporate. The most prominent examples include the following:

Lakewood Land Use Policies

LU-4.5: Encourage more intensive development in areas served by transit.

LU-5.8: Promote the development of neighborhood business districts as transit hubs.

LU-5.9: Accommodate automobile use while ensuring that vehicles do not overpower the character and function of neighborhood business districts.

Lakewood Transportation Policies

TR-1 Provide a balanced, multimodal transportation system for the safe and efficient movement of people and goods.

TR-1.1: Plan, develop, and maintain transportation infrastructure to meet the needs of all users, including drivers, transit riders, bicyclists, and pedestrians of varying ages and abilities.

TR-1.2: Minimize the negative impacts of transportation improvements on low-income, disadvantaged, and special needs groups, as well as youth and older adults.

TR-1.3: Increase availability and accessibility of alternative transportation modes like walking, biking, carpooling, and public transit, focusing on those without personal vehicles or with mobility needs.

TR-3 Enhance transportation connectivity while minimizing impacts to residential and mixed-use areas.

TR-3.4: Provide for pedestrian and bicycle pathways in areas where terrain, right-of-way limitations, or other constraints prevent street connections.

TR-4.3: Maintain multimodal LOS and concurrency standards for transit, pedestrian, and bicycle facilities.

TR-4.6: Incorporate multimodal mitigation strategies in development reviews to address LOS impacts.

TR-6 Manage traffic to minimize its effects on neighborhoods, residents, visitors, and businesses.

TR-6.1: Decrease dependence on automobiles in neighborhoods and Downtown while accommodating their use.

TR-7 Protect the city's investment in current and future through sustainable maintenance and preservation.

TR-7.2: Construct and maintain sidewalks to provide continuous and safe connections.

TR-8 Reduce traffic to meet state, regional, and city environmental and sustainability goals.

TR-8.1: Decrease reliance on single-occupant vehicles for regular travel.

TR-8.2: Reduce the work-related SOV trip mode share for the Lakewood Regional Growth Center (Downtown) to 65% by 2044.

TR-8.3: Require Transportation Demand Management improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.

TR-8.4: Implement comprehensive commute trip reduction strategies in collaboration with local businesses, transit agencies, and other entities to decrease traffic.

TR-8.5: Promote local commute trip reduction and TDM programs through targeted public awareness and education, especially for specific groups like teenagers and college students.

TR-8.6: Provide High-Occupancy Vehicle (HOV) focused improvements on arterials to link high-density employment areas with transit hubs, BRT, and commuter rail stations.

TR-8.7: Expand park-and-ride facilities for commuter rail and other transit in partnership with Pierce Transit, Sound Transit, and other potential parking providers.

TR-8.8: Minimize the impacts of transportation infrastructure on the environment and climate

TR-8.9: Enhance the energy efficiency and performance of the transportation system.

TR-9 Enhance safe, convenient, and inviting routes for active transportation such as walking and cycling to promote accessibility and healthy living.

TR-9.1: Implement projects from the city's Non-Motorized Transportation Plan to link high-density areas with key destinations such as workplaces, schools, parks, and shopping centers.

TR-9.2: Improve bicycle and pedestrian connections for greater connectivity.

TR-9.3: Provide safe midblock crossings for pedestrians where possible.

TR-9.4: Require non-motorized transportation improvements such as bicycle parking/lockers and streetscape upgrades as part of new development.

TR-9.5: Coordinate with transit providers to encourage multimodal "first mile/last mile" connections with supporting improvements like bike racks and lockers.

TR-9.6: Collaborate with neighboring jurisdictions to maintain consistent bike and pedestrian corridor planning and standards.

TR-9.7: Prioritize traffic safety improvements at locations with high accident rates.

TR-11 Promote a walkable, pedestrian-friendly downtown

TR-11.1: Implement transportation-related components of the Downtown Subarea Plan.

TR-11.2: Consider maximum parking requirements in high-density areas well-served by high-capacity transit (HCT) to encourage alternative transportation modes.

TR-11.3: Create a pleasant and safe walking and biking environment by regulating the placement of on- and off-site parking and managing streetscape design.

TR-11.4: Encourage structure or underground parking to reduce surface parking footprints.

TR-11.5: Encourage joint and shared parking solutions, particularly for mixed-use developments in Downtown.

TR-11.6: Integrate regional transportation standards into the planning of centers and areas around HCT stations.

e. Critical Aspects of Land Use and Transportation that Should Be Sustained and Key Changes that Should Be Considered to Improve Commute Trip Reduction's Contribution to the Land Use and Transportation Objectives Referenced

Critical Aspects of Land Use and Transportation that Should Be Sustained

Pierce Transit, Intercity Transit, and Sound Transit currently operate bus and commuter rail services for commuters in Lakewood. Maintaining and expanding these systems is crucial for the success of a CTR program. The Pierce County Comprehensive Plan identifies Centers of Municipal Importance (COMIs) as priority areas for focusing growth.

Lakewood has identified the following areas as COMIs:

- Tillicum
- Fort Steilacoom/Oakbrook
- Custer Road
- Lakewood Industrial Park/Clover Park Technical College
- South Tacoma Way
- Springbrook
- Woodbrook
- Lake City West

Key Changes that Should Be Considered

Continuing to invest in active transportation infrastructure and additional public transportation options in these areas will help to increase livability, maintain sustainability, and support transportation goals for Lakewood commuters and residents. The City should also continue efforts towards rideshare programs for major employers, as this can increase the amount of higher-occupancy vehicle trips made by commuters.

2. How the CTR Program Will Help Achieve Lakewood's Land Use and Transportation Objectives

a. How and to What Extent the CTR Program Will Help Lakewood Achieve the Land Use and Transportation Objectives Referenced in Question 1

The relevant goals listed from the 2024 Lakewood Comprehensive Plan are aligned with the goals and programmatic elements of the Pierce County CTR. The City's focus on encouraging and increasing access for alternative modes of transit and, establishing employment center-specific targets, are in some cases directly met through the CTR program. In turn, emphasizing transportation investments to decrease drive-alone rates will offer more opportunities for employees to take advantage of the CTR program benefits and incentives that their employers provide. CTR incentives and benefits include bicycle infrastructure such as showers and parking, carpool parking and rideshare systems, and teleworking policies.

As Lakewood is still improving bicycle and pedestrian infrastructure across the city, most CTR opportunities will come from carpool parking, rideshare systems, and teleworking policies.

3. How the CTR Program Will Help Achieve Lakewood’s Environmental Objectives

CTR Programs are an essential tool for meeting greenhouse gas (GHG) reduction and sustainability goals. Vehicle trips are a significant contributor of greenhouse gas emissions that impact air quality and natural resources such as wetlands and aquatic habitat. According to the Pierce County community-wide *Geographic Greenhouse Gas Emissions Report*, 23 percent of countywide emissions were from on-road vehicles in 2019. Passenger vehicles accounted for 83 percent of on-road vehicle emissions or 19 percent of total emissions. Lakewood has recognized the need to prioritize greenhouse gas reductions and climate action through legislative objectives. The City’s environmental and climate objectives are outlined in the 2024 Lakewood Comprehensive Plan.

a. How the CTR Program Will Support Lakewood’s Greenhouse Gas Emission Reduction Efforts

The County is aiming to reduce countywide and municipal greenhouse gas emissions by 45 percent by 2030 from a 2015 baseline. The actions outlined in the Sustainability 2030 Plan are designed to address this goal through targets relating to transportation, energy and built environment, waste reduction, nature-based climate solutions, outreach and education, and growing community capacity. Transportation-related goals are some of the most impactful, as 31 percent of countywide GHG emissions come from on-road vehicles, aviation, and other marine and off-road transportation equipment. Lakewood aligns with these aims by setting goals and policies that encourage reducing GHG emissions.

The CTR program supports greenhouse gas reduction goals by promoting other modes of transportation through employer education and engagement, as well as incentives. As more people shift to alternative modes of transportation, the reduction in SOV trips can help reduce GHG emissions. The CTR program also supports many of the transportation goals outlined in the Greenhouse Gas Reduction Plan outright, as well as the CTR goals.

b. How the CTR Program Will Support Lakewood’s Environmental Objectives in addition to Greenhouse Gas Emission Reductions

The CTR program supports both the environmental objectives and GHG emissions reduction goals by prioritizing alternative modes of transportation, coordinating between agencies and employers, and recognizing the impact that drive-alone rates have on air quality.

Lakewood Energy & Climate Change Policies

EC-2.1: Expand Affordable Public Transit: Lakewood will coordinate with transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors.

EC 2.2: Develop Safe and Convenient Walking and Bicycling Routes: Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.

EC 2.3: Expand Regional Passenger Rail: Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.

EC-2.4: Reduce Private Automobile Use: Work toward creation of an urban landscape that will reduce reliance on private automobiles through land use planning and by providing amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling. Commute Trip Reduction programs cannot happen without partnership with local business organizations and local transit advocates.

EC-2.5: Improve Multimodal Transportation Options: Promote improved public transit and partner with private developers to undertake citywide improvements that make active modes of travel, such as walking and bicycling, more comfortable and preferable options.

EC-4.1: Promote Mixed-Use and Infill Development Promote mixed-use, high-density, infill development on vacant and underutilized parcels along commercial corridors, in the Downtown area, and in the Lakewood Station District.

EC-4.2: Develop Compact Walkable Neighborhoods and Livable Streets Promote safe and walkable neighborhoods and inter-connected streets through the design of complete streetscapes, public gathering places and all types of physical development that encourages less vehicle use.

4. How the CTR Program Will Help Achieve Regional and State Objectives

State and regional objectives are clearly laid out in the 2022 [Regional Transportation Plan](#) and the [2018 Washington State Transportation Plan \(WTP\)](#).

The 2022 Regional Transportation Plan, prepared by the Puget Sound Regional Council (PSRC), emphasizes climate, equity, access to transit, safety, and mobility. Direct objectives include the following:

- Increased transit-oriented development
- Increased nonmotorized transportation
- Decreased travel times when taking transit
- Increased service times and services
- Access to health and wellness destinations
- Affordable transportation options
- Microtransit/micromobility
- Increased connectivity for pedestrians

The 2018 WTP similarly emphasizes economic vitality, preservation, safety, mobility, environment and health, and stewardship. Direct objectives include:

- Continue the ongoing practice of integrating safety into infrastructure design and system operations for all modes of travel and work to ensure the safety of those who operate and maintain the transportation system
- Support efforts to increase reliable multimodal travel for people and goods in communities across the state, recognizing that the diverse nature of places, needs, and opportunities statewide require equally diverse strategies applicable to those communities
- Encourage the design and development of communities that make walking and biking more viable for more people and increase opportunities for active travel for all ages

- Align investments with desired performance outcomes to get the greatest mobility and safety benefit from existing infrastructure and services at the least cost to the traveling public, which may require revisiting existing funding programs to better align with the kinds of projects that offer cost-effective solutions

By promoting alternatives to SOV trips, the CTR program directly addresses goals such as increased transit-oriented development, enhanced access to health and wellness destinations, and decreased travel times when taking transit. Moreover, initiatives within the CTR framework, such as incentivizing microtransit/micromobility and improving pedestrian connectivity, align with objectives related to affordable transportation options and increased connectivity for pedestrians.

a. The Local, Regional, and State Benefits that Would Be Gained If Lakewood Achieves the CTR Targets

By addressing key objectives outlined in regional and state transportation plans, the potential advantages of successful CTR implementation are significant. From reducing greenhouse gas emissions in highway-adjacent communities to promoting nonmotorized transportation and improving transit service quality, CTR induced benefits contribute to broader goals of sustainability, accessibility, and mobility. Furthermore, aligning with the overarching aim of increasing multimodal travel across communities, the CTR program can be a strategic tool to meet diverse transportation needs while fostering a more resilient and connected transportation network.

Local, Regional, and State Benefits

- Decrease in greenhouse gas emissions, especially for highway-adjacent communities: the County, region, and State have goals to decrease greenhouse gas emissions. Every reduction in SOV trips contributes to a decrease in emissions.
- Increase in nonmotorized transportation: the Regional Transportation Plan and 2024 Comprehensive Plan both emphasize increases in nonmotorized transportation via walking, biking, or rolling. CTR incentives and infrastructure can help to improve this.
- Increased service: both the County and region have objectives that are centered around increasing service. Implementation of the CTR Plan can help to further this goal by providing additional demand for transit services, increasing coordination between employers and transit agencies, and adding outreach and education.
- The WTP emphasizes efforts to increase multimodal travel; implementing CTR is an inherent effort to increase multimodal travel across communities. The implementation of the program would provide a benefit in meeting this objective.

b. Adjacent CTR-Affected Cities and Counties.

Adjacent CTR-affected cities University Place.

Adjacent CTR-affected counties include King, Kitsap, and Thurston.

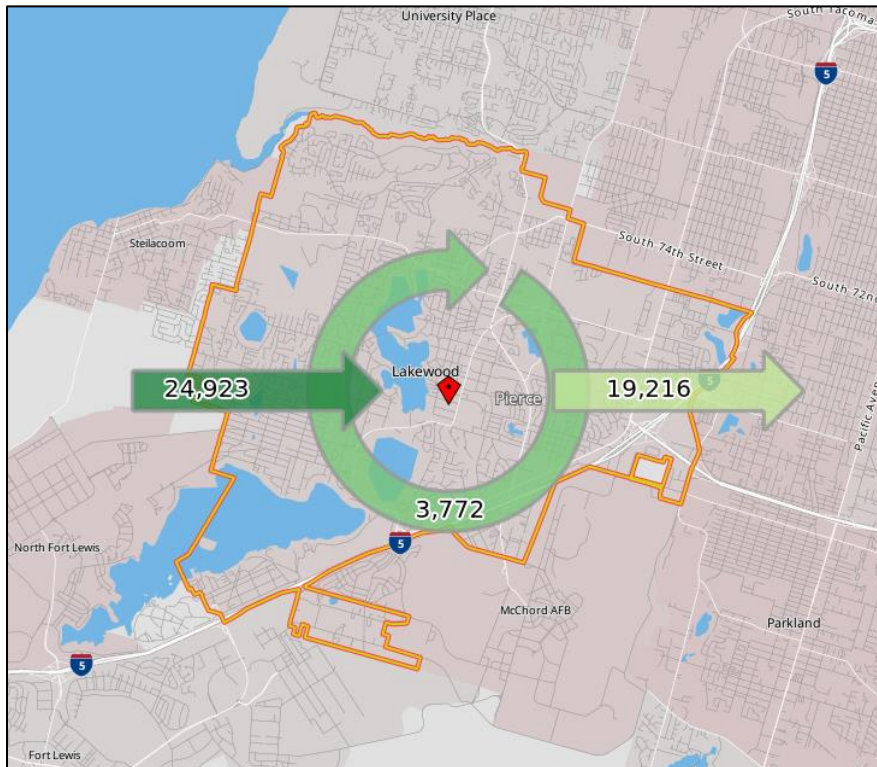
c. The Top Few Cross-Border and Regional Transportation Issues that Affect Lakewood.

Congestion

Congestion is the primary transportation issue in Lakewood. I-5 runs through a corner of the City. SR-512 intersects with I-5 and terminates at South Tacoma Way in Southeastern Lakewood. The City also borders Joint Base Lewis-McChord (JBLM) and provides housing and services to service members.

As JBLM is the largest employer in Lakewood's immediate vicinity, there is significant congestion on roads and highway exits near to JBLM. This congestion not only disrupts the daily lives of residents and workers, it also adversely affects air and water quality due to emissions containing GHGs and particulate matter, oil leaks, and other pollutants that enter the stormwater system. These negative impacts from congestion and pollution are experienced primarily in disproportionately impacted areas of the city: Tillicum, Woodbrook, and Springbrook. Moreover, escalating congestion levels carry the risk of overflow onto local roads, compounding the challenges faced by residents and exacerbating traffic-related issues.

Approximately 15% of workers live and work in Lakewood. Approximately 50,000 people regularly commute either into or out of Lakewood.



Source: U.S. Census Bureau OnTheMap

Transit Connectivity and Access

Public transit accessibility remains a challenge across various neighborhoods in Lakewood. The major regional transportation connections in the City are the Lakewood Transit Center in the Downtown Subarea; the I-5/SR-512 Park & Ride in the Lakewood Station District Subarea; and the Sounder Commuter Rail Station in the Lakewood Station District Subarea. Despite ongoing initiatives to enhance funding, improve access, and expand route networks, certain parts of the City remain without sidewalks or bicycle infrastructure. During outreach efforts, participants identified multiple barriers to taking transit, including a lack of reliability and safety as well as the limited reach and schedules of transit routes.

Bicycling Infrastructure

A strong theme heard by staff at CTR-related outreach events is a desire for more and safer bicycling infrastructure such as designated bicycling lanes and bicycling paths separated from the street.

d. The Strategies Lakewood, Adjacent Cities and Counties, and the Region Have Agreed to Use to Address the Top Issues Described in Section 4c

Lakewood Transportation Improvement Plan goals:

- 1) To provide a safe, comfortable, and reliable transportation system.
- 2) To reduce consumption of energy through an efficient and convenient transportation system.
- 3) To enhance options for future improvements to the transportation system by taking advantage of advances in technology and transportation research.
- 4) To keep travel times for people and goods as low as possible.
- 5) To emphasize the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.
- 6) To establish a minimum level of adequacy for transportation facilities through the use of consistent and uniform standards.
- 7) To protect the capital investment in the transportation system through adequate maintenance and preservation of facilities.

Congestion

Lakewood works in conjunction with WSDOT and Pierce County to improve its road infrastructure. I-5 runs through Lakewood and brings high volumes of traffic to the areas of the City with highway entrances and exits. Lakewood receives funds from the Motor Vehicle Fuel Tax as well as from federal aid funding programs including the Surface Transportation Program (STP) and the Highway Safety Improvement Program (HSIP). State funding comes from competitive programs run by the Washington State Transportation Improvement Board (TIB). Lakewood competes for Urban Arterial Program (UAP) funds as well as Complete Streets funds.

Lakewood's most recent major road network improvements include the I-5 Thorne Lane overpass improvements and roundabouts across the city.

Transit Connectivity and Access

While Lakewood does not directly provide transportation services, the City is always looking for opportunities to support transportation options. Lakewood supports regional planning efforts through Pierce Transit and Intercity Transit bus connections and Sound Transit Sounder commuter rail connections.

Pierce County helps residents and commuters access transit by providing information on transit route planning, supporting a ride buddy program and ride classes, making available free ORCA cards loaded with transit fares, providing safety gear, educating on ways to combine bicycling and transit, asking employers to provide their employees with transit subsidy programs, promoting a rideshare month campaign with prizes, and coordinating with transit agencies to promote their services and products.

The County plans to develop a multi-family housing sustainable transportation toolkit. This toolkit will show developers and property managers of multi-family developments how to incorporate transit fare programs into their resident package along with providing bike racks and spaces for teleworkers. Through this CTR Plan, Comprehensive Plan, and other planning efforts with the departments of Parks and Recreation and Human Services, the County will coordinate with the transit agencies on land use development, community needs and transit service.

Active Transportation Infrastructure

Lakewood updated its Non-Motorized Transportation Plan (NMTP) in 2023. The 2023 NMTP includes a public survey to inform planners how people currently use non-motorized transportation options in the city as well as improvements users would like to see in Lakewood's non-motorized transportation network.

The City has installed more than 22 miles of sidewalk since the last NMTP update in 2009. This represents a 41% increase in the city's sidewalk infrastructure. While many major routes across the City now have sidewalks, there is still a significant amount of ground to cover to make Lakewood safely walkable for all residents.

Sidewalk improvements are targeted towards neighborhoods, schools, parks, and commercial areas of the city. Safely walkable paths allow residents and workers to choose alternate transportation methods to avoid SOV trips within the city.

The Tillicum and Woodbrook neighborhoods in southern Lakewood are effectively an enclave of the city, separated by water and I-5. Currently, the only way to travel between those neighborhoods and the main body of the City is via I-5. A proposed active transportation path connecting Thorne Lane with Gravelly Lake Drive will provide residents of those neighborhoods an alternate connection with the City that does not require motorized transportation to safely navigate.

5. CTR Performance Targets

a. Performance Targets That Reflect Only CTR-Affected Worksites

Weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the jurisdictional level.

b. Additional Performance Targets

No additional performance targets are designated for this CTR Plan.

6. Base Values for Each Performance Target

a. The Baseline Number

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026-,2028 and 2030 survey results.

7. Method Used to Determine the Base Value for Each Target

a. The Source for Each Base Value Listed

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026,2028 and 2030 survey results.

8. How Lakewood Will Measure Progress Toward Each Target

a. The Method Used to Measure Progress for Each Target

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028 and 2030 survey results.

9. CTR-Affected Worksites in Lakewood

a. List of CTR-Affected Worksites

- Franciscan Health System
- Dungarvin Washington Supported Living
- McLane Company
- Korean Women’s Association
- Aero Precision
- Walmart
- Greater Lakes Mental Healthcare
- Hope Human Services
- Harborstone Credit Union
- Amazon Services
- PRMX LLC
- First Transit
- Maersk Warehousing & Distribution Services
- Target Corporation
- Harold Lemay Enterprises
- Safeway
- Netcompliance Environmental Services
- Tacoma Country and Golf Club
- Lowes Home Centers

- Tacoma Casino LLC
- Ambitions of Washington
- Air Systems Northwest
- Hart Road LLC
- Print NW
- Infrasource Services
- Rock Solid Restaurants
- Maverick Lakewood
- Pete’s Flying Aces
- American Lake Healthcare
- Oregon Pacific Building Products
- Infinity Management
- C.C.’s Classy Chassis

10. Performance Targets for Each CTR-Affected Worksite

a. Performance Targets Established during the 2023–2025 Survey Cycle

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028 and 2030 survey results.

11. List the Base Value for Each Site

a. Base Values Established during the 2023–2025 Survey Cycle

A base value will be established during the 2023-2025 survey cycle.

Services and Strategies

12. Services and Strategies Lakewood Will Use to Achieve CTR Targets

Lakewood will offer employer and commuter services through the Ride Together Pierce program, a one-stop-shop for sustainable transportation information and services.¹ Ride Together Pierce provides services that help businesses in Pierce County implement commute options programs and make sustainable transportation options easy for riders to access.

Free Services for Employers:

- Employee commute options program development and analysis assistance.
- Employee Transportation Coordinator (ETC) training.
- Employer network and learning opportunities.
- Survey tools, marketing materials, and assistance with the state-required biennial survey of employee commuting habits.
- Marketing materials such as posters, brochures, and sample email messages.
- As needed, transcribed or trans-created materials in languages other than English.
- Campaign toolkit with directions, promotion tips, marketing materials, and sample emails. The campaigns will promote the use of sustainable modes such as Bike Month in May.

¹ <https://www.ridetogetherpierce.com/>

- Access to employee trip-tracking data to monitor program efforts and issue program benefits such as subsidies.
- Online library of employer support services such as best-practice tip sheets.
- Online telework toolkit for businesses and managers.
- Co-host worksite transportation fairs with ETCs.
- Carpool and vanpool ride-share matching and formation assistance.
- Carpool and vanpool parking signs and vehicle rearview mirror hang tags.
- ORCA (One Regional Card for All) cards loaded with transit fare to provide to employees to try transit.
- Emergency Ride Home program that will provide sustainable transportation commuters a ride home by taxi, Lyft, or Uber. Commuters can request a prepaid e-code or be reimbursed for their trip, up to \$100 per trip and up to three trips per year.
- Quarterly ETC recognition on the Ride Together Pierce website.
- Best Commuter Business leadership program to honor top-performing employer commute options programs.

Free Services for Residents:

- Carpool and vanpool ride-share matching and formation assistance.
- Bicycle Buddy matching assistance.
- Mode-based campaigns with incentives to encourage the use of sustainable modes. Participants will receive first-time user tips for getting started, motivational communication, and notices of opportunities to connect with other sustainable commuters through Ride Together Pierce social media channel.
- Resources to help plan sustainable commute trips to save on personal commuting costs and reduce climate footprint.
- Travel mode information that explains each mode and first-time user guides.
- Online telework toolkit for teleworkers.
- Trip-tracking calendar that will allow users to log their trips to earn participation badges, view pollution and personal cost savings, join team challenges, enter campaign prize drawings, and earn employer program benefits.
- Emergency Ride Home program that will provide sustainable transportation commuters a ride home by taxi, Lyft, or Uber. Commuters can request a prepaid e-code or be reimbursed for their trip, up to \$100 per trip and three trips per year.
- Opportunities to receive commuter assistance or safety items such as helmets, gear with reflective material, and umbrellas.

- Opportunities to participate in transit and bicycle riding classes, bicycle rides, or transit field trips.
- ORCA cards loaded with transit fare to provide to employees to try transit.

13. How Lakewood’s Services and Strategies Will Support CTR-Affected Employers

Ride Together Services and Strategies

Ride Together Pierce assists employers with developing effective strategies and programs that support CTR and help their employees choose sustainable transportation practices.

- **These services will support CTR-affected employers in the following ways:**
 - Help businesses meet their sustainable goals and climate action visions and missions.
 - Survey results can be used to identify the commute plans that best suit employees’ needs and to help employers develop their own CTR plans.
 - Funding rideshare events and campaigns will provide a community of awareness that will support the CTR actions of individual employers.
 - The services and strategies will be provided free of cost to the employer, not requiring them to budget for these services.
 - Customized support and tools can be piloted by the employer, allowing for program modifications and final implementation of successful programs with no financial risk by the employer.
 - Fulfilling request for free translated materials will help them provide information to non-English or limited English speakers at no additional cost to the employer.
 - Employers can take advantage of other employee events such as a benefit fair to present commute options information.
 - Implementing a commute options program and providing an Employee Transportation Coordinators to serve as liaisons between businesses and the Pierce County, facilitates ongoing support for transportation plans and improves future CTR strategies and services.
 - Providing employees with commute option benefits such as transit subsidies and HOV parking, may reduce the costs associated with providing parking spaces or increase client parking.
 - Employer commute options programs, which help to reduce the rate of solo driving; support the economy and environment; and effectively reduce traffic congestion, air pollution, and fuel consumption, which help business operations for all companies.

14. Barriers Lakewood Must Address to Achieve CTR Targets

a. How Lakewood Will Address the Barriers

Transit Safety Concerns

Public comments received during CTR Plan public engagement identified concerns regarding the safety of riding public transit and fear that crime and drug use may occur aboard public transit.

Pierce County Response: The County will offer tips for riding safely, statistics on the relative safety of taking public transit compared to driving, and protocol for reporting unsafe drivers or misconduct of passengers on our website, RideTogetherPierce.com. Additionally, goal T-16.9 of the 2024 Comprehensive Plan encourages the placement of transit shelters that are well lit and clearly visible.

Bicycling Infrastructure Safety Concerns

Several community-based organizations and attendees at CTR Plan tabling events commented that they would prefer to bicycle in designated bike lanes and multi-use paths that are separated from the roadway. Without safety-focused bicycle infrastructure, many are deterred from selecting bike trips as a commute alternative.

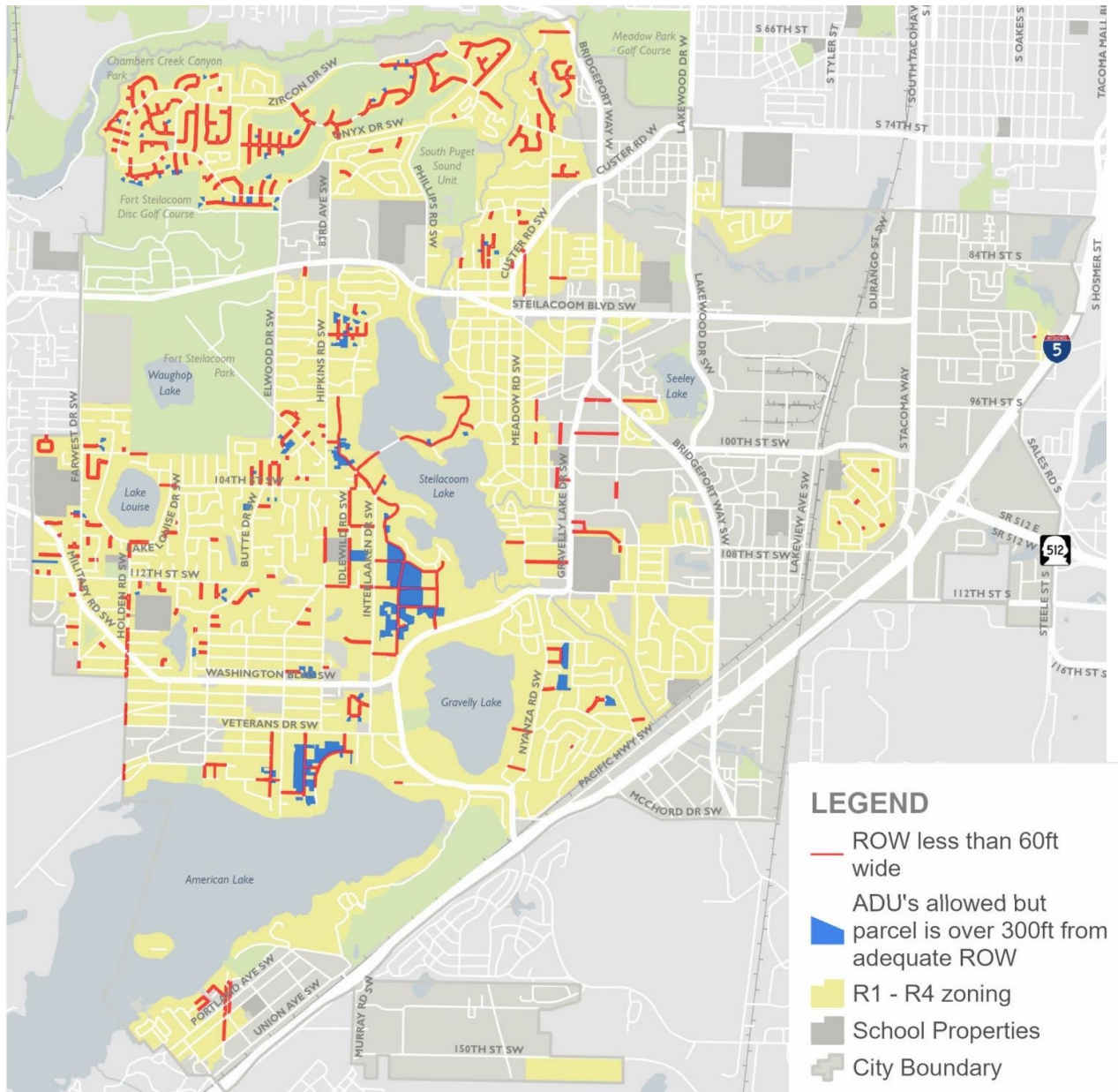
County Response: Pierce County offers its First Time Riders Guide to help new bicycle commuters plan their bike route and safely and confidently navigate their commute. Pierce County also offers a bike buddy program that allows new riders to test out their route with an experienced companion. These guides and program can be found on, RideTogetherPierce.com

Transit Service Area

The Tillicum and Woodbrook neighborhoods are effectively enclaves of Lakewood. The only current path from Tillicum and Woodbrook to the main body of the City of Lakewood is via I-5. While there is bus service to both Tillicum and Woodbrook, there is no dedicated transit center or train service. Commuter rail service is planned via a Sounder Station being constructed by 2046.

Right-of-Way Widths

Many residential roads in Lakewood are too narrow to add parking or pedestrian/bicycle infrastructure. Over time, the City will explore what funding and design options there are to mitigate this issue.



Source: City of Lakewood, 2024.

15. The Transportation Demand Management Technologies Lakewood Plans to Use to Deliver CTR Services and Strategies

Through Ride Together Pierce, Lakewood will offer the following transportation demand management technologies to deliver CTR services and strategies:

- A website that offers CTR information for residents, commuters, and employers. There will be first-time guides for sustainable transportation modes, and links to services such as ride-share matching and transit route planning.

- The website will host an employer portal for turnkey materials to promote commute options services to their employees, campaign mode materials, and training videos for ETCs.
- The website will house a comprehensive Telework Tool for businesses, managers, and teleworkers. The toolkit will provide the resources needed to establish a policy, training for how to manage in a telework setting, and answer frequently asked questions about teleworking.
- The website will have a Contact Us form that will be monitored by the Ride Together Pierce team.
- Host a trip-tracking calendar that will allow people to record their trips, watch their environmental and cost savings, earn achievement badges, join team challenges, and view team results live as trips are logged.
 - The trip calendar will track campaign statistics and will include a prize entry form.
- Management of the Emergency Ride Home program to allow sustainable commute users to request an e-voucher for a Lyft or Uber ride home from their worksite. Users who pay the taxi, Lyft, or Uber provider directly, can submit a reimbursement claim for the trip expense.
- Provide trip planning through the Ride Together Pierce ride management tool. The user can input their origin and destination and the tool will provide trip suggestions for carpooling, vanpooling, transit, bicycling and walking.
 - Promote transit trip planning tools that will suggest routes, times, and fares for the Pierce, King, Kitsap, and Snohomish regions.
- Provide matching services for ride-sharing through the Ride Together Pierce ride management tool for joining or forming carpools and vanpools. Users can enter their home origin and work destination, hours, and days worked to request potential matches.
- Communicate programs and services through the Ride Together Pierce community newsletter email distribution list.
- Promote programs and services by posting on Ride Together Pierce social media accounts.

16. Lakewood’s Local CTR Ordinance

<https://cityoflakewood.us/wp-content/uploads/2022/12/Ordinance-696.pdf>

17. Lakewood’s Financial Plan

a. The Estimated Average Annual Costs

Through a contract with Ride Together Pierce, Pierce County administers CTR programs and services for the CTR-affected cities listed in Table 1 below, as well as for Unincorporated Pierce County. As such, CTR funding for these jurisdictions is considered as a whole, except for each jurisdiction’s Employee Commute Options Program. Explanatory notes for each activity follow.

Table 1: 2025–2029 CTR Financial Plan for Lakewood

Activity	Estimated Average Annual Cost
Employer Engagement	\$410,000
Performance Reporting	\$12,000
Administration and Agency Coordination	\$26,000
Commute Trip Reduction Plan Development	\$21,000
Pierce County Employee Commute Options Program*	\$92,000
Lakewood Employee Commute Options Program*	\$5,000
Estimated Annual Total	\$472,000

Note: Estimated average annual cost is based on 2024 grant funding levels.

*Indicates a jurisdiction-specific cost. All others are collective under Ride Together Pierce.

- **Employer Engagement** includes training ETCs, conducting networks, providing technical assistance, and reviewing employer CTR plans.
- **Performance Reporting** includes worksite surveys and program reports.
- **Administration** includes identifying worksites, financial and program management, involvement in comprehensive regional transportation and transit planning, transportation demand management technical assistance to capital projects, and collaboration with community-based organizations.
- **Commute Trip Reduction Plan Development** includes consultant fees and staff charges.
- **Lakewood Employee Commute Options Program** includes transit and vanpool subsidies and staff charges.

The Likely Funding Sources, Public and Private, to Implement the Plan

Table 1:Likely Revenue Sources for Funding CTR Plan

Source of Revenue	Estimated Average Annual Revenue
Pierce County	\$57,000
Lakewood*	\$5,000
Washington State Department of Transportation CTR Formula Funds	\$75,000
Congestion Mitigation and Air Quality Federal Competitive Grant Funds	\$337,000
Total	\$472,000

*Indicates a jurisdiction-specific funding source. All others are collective under Ride Together Pierce.

18. Lakewood’s Implementation Structure

a. Who Will Conduct the Activities Listed in the Plan

Lakewood contracts with Pierce County for CTR program administration. It is expected that the contracting will continue during the 2025 - 2029 plan years. Within the County, the Planning and Public Works department will be responsible for plan implementation.

b. Who Will Monitor Progress on the Plan

The Pierce County Planning and Public Works department, with staff from the CTR-affected cities, will monitor the progress of the CTR Plan.

19. Lakewood’s Implementation Schedule

Table 2 - Anticipated CTR Projects and Actions

1st Biennium July 2025–June 2027	2nd Biennium July 2027–June 2029
<ul style="list-style-type: none"> • Provide commute and other employee transportation services to Pierce County employees. • Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, ride-share matching assistance, transportation fair and event support, transit trip planning, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. • Identify CTR-affected and voluntary worksites. • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports. • Provide access to the survey tool and training on how to complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional and state CTR planning and collaborate CTR efforts with local agencies. 	<ul style="list-style-type: none"> • Provide commute and other employee transportation services to Pierce County employees. • Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. • Identify CTR-affected and voluntary worksites. • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports. • Provide access to the survey tool and training on how to complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional, and state CTR planning and collaborate CTR efforts with local agencies. • Undertake development activities for 2029–2033 four-year CTR plan.

20. The CTR Plan for Lakewood Employees

a. Services, Programs, Information, and Other Actions Lakewood Put in Place to Help Employees Reduce Their Drive Alone Commute Trips

The City of Lakewood is setting the example for local businesses by implementing its own Commute Trip Reduction (CTR) program for City employees.

The elements of the Commute Trip Reduction Program include:

- Guaranteed Ride Home in Case of Emergency, etc.
- Covered and Secure Bike Rack in secured garage
- Employee Lockers and showers
- Compressed work schedules
- Flex schedules
- Telework
- Vanpooling
- Regional ride match system
- Participation in Regional CTR events
- Personalized help for employees from City’s CTR representative

Subsidies offered:

- Subsidies for carpoolers, bicyclists, walkers and bus riders:
 - \$1.50/day for first 4 days per month
 - \$2.00/day for every day thereafter in the same month
- 50% subsidy for bus passes/ ORCA cards

21. How the CTR Plan for Lakewood Employees Contributes to the Success of the Overall Plan

a. How the Plan for Lakewood Employees Reinforces the Success of the Jurisdiction Plan

The actions included in the Lakewood’s commute options employee program indicate the city’s commitment to the goals of the CTR Plan. The Lakewood’s employee program is similar to the worksite programs of other CTR-affected employers. Thus, they create a mutually reinforcing community focused on CTR efforts. Employers know that the city is involved and committed to CTR along with them. The regular forums for ETCs foster relationships through sharing experiences and best practices and provide a place for mutual problem-solving and support. This strengthens the program at all affected sites in Pierce County.

Alignment with Plans

22. Transit Agencies That Provide Service in Lakewood

Transit Agencies:

- Pierce Transit
- Sound Transit
- Intercity Transit

23. Transit Plans Reviewed While Developing this Plan

Pierce Transit

- [2024-2029 Transit Development Plan](#)
- [2023 Bus System Recovery Plan](#)
- [Destination 2040 Long Range Plan Update \(2020\)](#)
- [BRT Expansion Study](#)

Sound Transit

- [Transit Development Plan 2023-2028 and 2022 Annual Report](#)
- [2025 Service Plan](#)
- [Regional Transit Long-Range Plan \(2014\)](#)
- [System Expansion Implementation Plan \(2018\)](#)
- [ST3 Regional Transit System Plan \(2017\)](#)

Intercity Transit

- [2022 Annual Report and 2023-2028 Transit Development Plan](#)
- [Intercity Transit Proposition 1](#)
- [Short- and Long-Range Plan](#)

24. How This CTR Plan Supports the Transit Plan(s)

CTR plans play a crucial role in supporting transit initiatives by encouraging employees to choose public transit options for their daily commutes. By providing incentives, subsidies, and informational campaigns, CTR programs promote transit usage among commuters. Specifically:

- **ORCA Product Assistance:** Increases use of transit service through the ORCA Business Passport program that offers pretax and subsidized transit passes.
- **Engagement in the Planning Process:** Efforts to gather public feedback through weekly updates, manager’s bulletins, and social media engagement.
- **Instituting Parking Maximums:** Reducing the supply of parking by instituting parking maximums for new development will help encourage people in those developments to look to non-drive-alone modes of travel, foremost transit.

25. Comprehensive Plan Updates Needed and When They Will Be Made

Safety

Several representatives of community-based organizations (see the interview list in #26a below) interviewed during the CTR planning process highlighted safety as a primary concern for riding the bus, commuter train, and light rail. Interviewees revealed that fear of criminal activity, coupled with inadequate infrastructure such as inaccessible sidewalks and poorly lit, unsheltered bus

stops, significantly discourages transit ridership. Safety apprehensions extended beyond transit to active mobility methods such as walking, biking, and rolling. Many organizations emphasized the urgent need for protective measures such as designated bike lanes, interconnected trail systems, roadway designs conducive to reduced speeds, and enhanced sidewalk infrastructure to address these safety challenges.

The 2024 Lakewood Comprehensive Plan update includes recognition of the Non-Motorized Transportation Plan's (NMTP's) finding that the City should continue implementing its Neighborhood Traffic Management Program to address local traffic and safety concerns and integrate considerations from the NMTP into this ongoing effort. Second, ongoing efforts is required to ensure that multimodal levels of service (MMLOS) be improved for non-motorized systems by striving towards greater connectivity, safety, and effective use through the complete network identified in the NMTP.

Comprehensive Plan Goals TR-4.7, TR-6.2, TR-9.7, and TR-10.5 recognize the importance of safety improvements needed to construct a successful multimodal transportation network.

Community-based organizations emphasized that workers are forced to travel long distances because it is too expensive to live near their workplaces. Organizations interviewed stressed the importance of providing affordable housing near employment centers and along transit corridors.

As part of the 2024 Comprehensive Plan update, the City's designated Downtown and Station District Subareas are identified as priority areas for focusing growth. These subareas will see increased housing and job, and prioritized infrastructure development and their locations will correlate with areas of planned transit investment. These updates support and encourage transit-oriented development.

Engagement

26. Stakeholder Engagement

Pierce County offered a series of engagement activities featuring CTR topics leading up to and continuing throughout development of this CTR Plan. Broadly, CTR engagement activities included:

- Tabling at community events, 2022–2023
- Meetings with employers, city staff, transit agencies, and the Pierce County Senior Counsel for Tribal Relations, 2023–2024
- Online open house and surveys, spring 2024
- Community-based organization interviews, spring 2024
- Public comments on the draft CTR Plan, summer 2024

a. Who did we talk to?

1. Community Members/Pierce County Residents

- Tabling Events

- Communities in Bethel/Spanaway, Fife, Key Peninsula, Lakewood, Orting, Parkland, Prairie Ridge, Puyallup, South Hill, Sumner, Tacoma, University Place, and unincorporated Pierce County.
- Online Community Member Survey
 - Pierce County residents and workers.
- Commute Trip Reduction Online Open House, Phases 1 and 2
 - Respondents living and working in Auburn, Bonney Lake, Buckley, Carbonado, DuPont, Eatonville, Edgewood, Lakewood, Puyallup, Tacoma, University Place, unincorporated Pierce County, Fife, Fircrest, Gig Harbor, Milton, Orting, Roy, Ruston, South Prairie, Steilacoom, Sumner, and Wilkeson.
- Commute Trip Reduction Plan Public Comment Period and Questionnaire
 - Respondents living and working in Auburn, Bonney Lake, DuPont, Eatonville, Lakewood, Puyallup, Tacoma, University Place, unincorporated Pierce County, Fife, Fircrest, Gig Harbor, Orting, Steilacoom, and Sumner (179 responses)

2. Employers, City Staff, Tribal Relations, and Transit Agencies

- **Employee Transportation Coordinator Network Event**
 - AGEISS; Apex Companies; Clover Park Technical College; Washington State Department of Social and Health Services (DSHS) Child Study and Treatment Center; Greater Lakes Mental Healthcare; InfoBlox; Kaiser Permanente Washington; Pacific Lutheran University; Pierce Transit; Sekisui Aerospace; Sound Transit; Tacoma-Pierce Health Department; University of Washington, Tacoma; and Virginia Mason Franciscan Hospital.
- **Partner Visioning Meeting**
 - Climate Pierce County; Clover Park Technical College; DSHS Child Study and Treatment Center; Downtown On the Go; ForeverGreen Trails; JBLM Madigan Army Medical Center; Kaiser Permanente Washington; Pierce Transit; Second Cycle; Toray Composite Materials America; and University of Washington, Tacoma.
- **Pierce County Senior Counsel for Tribal Relations Interview**
 - Informational emails with requests to meet were sent to the Puyallup, Muckleshoot, Nisqually, and Squaxin Tribes.
- **Employer Interviews**
 - DSHS Child Study and Treatment Center, Toray Composite Materials America, MultiCare Health System, and Virginia Mason Franciscan Hospital.
- **Transit Agency Outreach/Interviews**
 - Pierce Transit, Intercity Transit, and Sound Transit.
- **Employer Workshop**

- The Boeing Company, City of DuPont, City of Fife, City of Gig Harbor, City of Lakewood, City of Sumner, City of Tacoma, City of University Place, Clover Park Technical College, Department of Social and Health Services, Kaiser Permanente, MultiCare Health System, Pacific Lutheran University, Pierce County, Pierce Transit, Red Dot Corp. Tacoma-Pierce County Health Department, Umpqua Bank, Washington Military Department.

3. Community-Based Organizations

- Interviews with ForeverGreen Trails, YMCA of Pierce and Kitsap Counties, and Tacoma-Pierce County Health Department.

4. Pierce County Transportation Advisory Commission

- CTR Plan presentation and comment collection

b. When did we talk to them?

1. Community Members/Pierce County Residents

- **Tabling Events:** Tree Giveaway 3/21/2022 and 3/25/2023; South Sound Sustainability Expo 4/16/2022; Spring Garden Fest 5/21/2022; Parkland National Night Out 8/2/2022; Trails Conference 9/29/2022; Summer Brain Health Event 10/8/2022; Thriftapalooza 11/5/2022 and 3/25/2023; South Hill Library 12/12/2022; Safe Streets 4/25/2023, 5/1/2023, 5/17/2023, 6/9/2023, 6/17/2023, 7/25/2023, and 7/28/2023; Orting Library Climate Change Display 5/2/2023; Pipeline Trail Party 5/20/2023; Kids Kraze 6/10/2023; Lakewood Summer Fest 7/15/2023.
- **Online Community Member Survey:** February - April 2024.
- **Commute Trip Reduction Online Open House:** April - May 2024.
- **Employer Workshop:** July 18, 2024.
- **Draft CTR Plan Public Comment Period and Questionnaire:** August 5-25, 2024.

2. Employers, City Staff, Transit Agencies

- **ETC Network Event:** 10/17/2023.
- **Partner Visioning Meeting:** 1/19/2024.
- **Pierce County Senior Counsel for Tribal Relations Interview:** 3/8/2024.
 - Information emails sent to Puyallup, Muckleshoot, Nisqually, and Squaxin Island tribes, 3/15/24 and 5/3/24
- **Employer Interviews:** MultiCare Health System and Virginia Mason Franciscan Hospital 5/6/2024; DSHS Child Study and Treatment Center 5/7/2024; Toray Composite Materials America 5/15/2024.
- **Transit Agency Outreach and Interviews:** April 2024.

3. Community-Based Organizations

- **Interviews:** ForeverGreen Trails 3/19/2024; Tacoma-Pierce Health Department 4/1/2024; YMCA of Pierce and Kitsap Counties 4/18/2024.

Pierce County Transportation Advisory Commission

- **CTR Plan Presentation:** 5/23/2024.

Pierce County Residents and Workers (Online Open House and Surveys)

- **Online Open House and Survey:** Spring 2024.

c. What did they have to say?

4. Tabling Events

Pierce County-area residents and workers provided feedback on the county transportation system and CTR at outreach tables hosted by Pierce County staff. The following is a summary of comments received at tabling events held in Lakewood:

- Provide shuttles to Clover Park Technical College.
- Improve ADA transit options for Clover Park Technical College and throughout Pierce County.
- Improve transit service to outlying areas of Pierce County.
- Separate sidewalks from the road for walking and biking in Ruston.
- Install moving sidewalks.

5. Community Member Survey

Pierce County, in collaboration with the Ride Together Pierce program, conducted an online survey to collect information about commuter habits and gather feedback on potential sustainable and affordable commuting options. This survey was distributed to Ride Together Pierce newsletter subscribers, promoted on Ride Together Pierce’s social media sites, and available on the Ride Together Pierce website. The survey received 74 responses from residents across Pierce County. Key themes include the following:

Public Transportation: Many respondents indicated that more direct and frequent transit service, transit stops located closer to home, and amenities such as bus shelters would encourage them to ride transit.

Bicycle Infrastructure and Education: Respondents indicated that providing improved bike infrastructure, such as dedicated bike lanes, and improving roadway safety would encourage commuting by bike. A few respondents expressed interest in programs focused on bike safety education and safe route planning.

Incentives: Several respondents identified financial incentives such as cash, gifts, or point-based reward programs as a motivation to try alternatives to drive-alone trips.

Vanpools/Carpools: Although respondents expressed a willingness to try carpooling and vanpooling, they identified difficulty forming vanpool/carpool groups and a need for flexible vanpool/carpool timing as deterrents.

Telecommuting: Several respondents noted they would choose to work from home if their office policy allowed.

Land Use: Some respondents noted a desire to live closer to their workplace if there were affordable housing available and that living closer to work would improve the likelihood that they would try alternatives to drive-alone trips.

Safety: Safety was identified as a major deterrent for choosing sustainable commute options. In addition to feeling unsafe while biking, some respondents mentioned concerns about the safety of public transportation. Additionally, one respondent noted that they avoid carpooling due to their distrust of the driving abilities of other people.

6. Commute Trip Reduction Online Open House

Following the online community member survey, Pierce County hosted an online open house that described what could be included in each section of the 2025–2029 CTR Plan and asked respondents to provide comments and additional input on commuting preferences and barriers. There were 238 respondents to the survey embedded in the online open house. Key themes of the feedback provided are summarized below:

Changes in Commuting Patterns: Most respondents shared that, despite an increase in working from home, they have observed significant increases in congestion and travel time during their commutes, and several shared that there are more cars driving on side streets and through neighborhoods. Multiple respondents shared that they have observed that driving behavior has become more dangerous and they do not feel safe on the road when driving, biking, or walking. Many respondents noted that several bus routes have been eliminated or reduced and remaining routes are more challenging to access.

Public Transportation: Several respondents expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple respondents emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a focus on regional travel. Additionally, respondents appreciated on-demand runner systems, transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops.

Active Mobility: Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes, noting they would like to see dedicated, protected bicycle lanes and more sidewalks.

Safety: In addition to safety improvements for pedestrians and bicyclists, respondents expressed safety concerns for transit riders, noting the presence of crime and drug use on buses. Others emphasized the need for an overall shift toward prioritizing people over cars, advocating for policies and infrastructure to support pedestrians, cyclists, and public transportation riders.

Performance Metrics: Asked to share their thoughts on selecting CTR performance metrics, respondents expressed a preference for jurisdictions to consider their local transportation needs and set realistic, impactful goals. This could include considering environmental factors and integrating low-carbon targets.

Draft CTR Plan Public Comment Period and Questionnaire

Pierce County made the draft *Pierce County Commute Trip Reduction Plan, Four-Year Plan: 2025–2029* available for public comment between August 5-25, 2024. At the same time, the County released a questionnaire on its [Ride Together Pierce website](#) to help gather comments on the draft plan. The questionnaire asked respondents to provide their place of residency and where they work as well as feedback on the four plan sections: Benefits of CTR, Performance Targets, Services and Strategies, Alignment with Plans, and Engagement. A final question asked for any additional comments the respondent might want to provide.

Benefits of CTR: The most common suggestions related to requests for additional services, infrastructure, and practices, followed by comments expressing approval of or support for the section or plan. In this section, commenters also suggested cooperative regional land use and transportation planning, requiring traffic impact statements for developers, and facilitating rideshare and cycling adoption with in-person events.

Performance Targets: Many comments expressed approval of or support for the section or plan. Some commenters provided suggestions, such as adding performance targets that focus on peak commute hours, and some shared criticisms, with some saying that the targets are unrealistic for residents who have multiple reasons to drive for their commute, and others that the plan itself was too long and confusing.

Services and Strategies: The most common comment themes include concerns about and suggestions for improving safety (especially cycling safety in Tacoma) followed by comments expressing approval and understanding of the section. Suggestions on perceived gaps and suggested additions to service covered a large cross-section of topics, including encouraging more flexible systems such as work and daycare hours for workers and fostering more interagency coordination for commuters who cross county lines.

Alignment with Plans: Many of the comments expressed approval of and support for the section. Suggestions for additions included requests to add more transit service and accelerate the schedule for providing Sounder service, and not only providing incentives but making the incentives more accessible to commuters.

Engagement: While many of the comments expressed approval for this section, perceived gaps included communities that respondents felt had not experienced enough outreach or the feeling that the plan summary did not reflect certain comments or topics.

General Comments: For most sections of the CTR plan, an average of more than 10 percent of respondents provided positive comments or expressed approval of the section or plan. The comments about plan contents may point to the need to adopt more plain-language standards for all transportation planning materials. The most frequently expressed needs were for more incentives, more accessible benefits, more transit routes

(particularly in DuPont) and greater frequency, more coordination among agencies, improved safety, particularly for cyclists.

7. ETC Network Event

Keep doing:

- Providing promotional materials, templates, and campaigns.
- Training and ongoing coordination and support for ETCs.

Start doing:

- Employer and employee spotlight.
- Providing vanpool vans and assisting with ride-share matching and formation.
- Adding earlier or later transit routes and improving Emergency Ride Home² for those working early or late shifts.
- Subsidies for items such as bike racks, helmets, walking shoes, and ORCA cards.

Stop doing:

- Opt-in option for receiving printed posters.

8. Partner Visioning Meeting

What should the CTR program keep doing?

- Provide ETCs with toolkits, materials, and training to promote CTR programs.
- Support CTR survey planning and recognize ETCs for their efforts.
- Maintain the Ride Together Pierce webpage and resources, as well as programs and campaigns such as Bike Swap, Emergency Ride Home, handing out ORCA cards, and other incentives.

What is one bold new idea the CTR program should consider doing?

- Promote a free transit month for all commuters and analyze ridership data.
- Provide grants for high-quality, secure bike parking.
- Promote safety, particularly with regard to public transportation (i.e., accessible, well-lit bus stops).

9. ETC Interviews

MultiCare Health System

- Subsidized ORCA cards are a popular benefit.
- Spanish is the most common language spoken other than English, followed by Tagalog.
- Employees want easier transit and ride-sharing options.
- Information about the environmental benefits of CTR would encourage more people to participate.
- On-site promotions would reach more employees than email.

Virginia Mason Franciscan Hospital

² Ride Together Pierce. <https://www.ridetgetherpierce.com/ERH>

- Carpooling and teleworking are the most popular non-drive-alone modes.
- Spanish is the most common language spoken other than English, followed by Vietnamese and Russian.
- Employees want easier transit and ride-sharing options.
- Safety tips for riding transit, carpooling, or riding bicycles would encourage people to participate.
- Parking is always limited; often employees have to park in the patient lot and end up running late.

DSHS Child Study and Treatment Center

- The bicycle map is the most popular pamphlet. Adding secure on-site bike parking would make this mode more accessible.
- Working early or late shifts can be a barrier to participating in ride-sharing or taking the bus.
- Employees commute from all over, so finding ride-sharing partners can be challenging.

Toray Composite Materials America

- Getting information out to employees can be challenging. Not all have access to a computer, so using QR codes in printed materials (such as posters and break room signs) could better help reach people.
- Emphasizing sustainability could be a good way to garner additional leadership support.

Pierce County Senior Counsel for Tribal Relations

- Transportation issues around elder and veteran needs.
- Would like transit agencies to do a better job reaching out to tribes. Does not support rail going through tribal land.
- Support for opening relationships to have conversations around transportation needs.
- Would like agencies and government to support tribe treaty rights.

Employer Workshop

The Employer Workshop brought together major employers to discuss and enhance the development of Pierce County's CTR plan and the CTR plans of CTR-affected cities in Pierce County. This engagement centered around understanding current challenges, sharing best practices, and identifying strategies to encourage sustainable commuting methods among employees. Key themes of the feedback collected during this workshop are captured below.

Infrastructure and Accessibility

- **Time and Convenience Issues:** Public transit is perceived as taking significantly longer than driving. This perception, combined with the availability of free parking, makes transit use less attractive.
- **Non-traditional start times and safety concerns:** Employees who start their shifts very early in the morning or end late at night face more barriers to using transit, rideshare, or active transportation modes.
- **Lack of Active Transportation Infrastructure:** Current infrastructure inadequately supports bicycling and walking, with safety concerns being a major barrier.

Remote Work Impact

- **Reduced Need for Commuting:** The rise in remote work has decreased the number of employees commuting regularly, affecting traditional CTR efforts.

Incentives and Employee Engagement

- **Low Incentives for Transit Use:** The availability of free parking diminishes motivation for employees to choose alternative commuting methods.
- **Challenges with Employee Buy-In:** Engaging employees and shifting their commuting habits remains a challenge, with employers seeking better incentives to increase participation.
- **Awareness of Incentives:** There is a lack of employee knowledge about available programs such as Emergency Ride Home and other CTR benefits.

Cultural and Organizational Shifts

Need for Internal Support: Effective CTR plans require strong internal support and policies that encourage sustainable commuting methods, highlighting the importance of organizational commitment to these initiatives.

10. Transit Agency Outreach/Interviews

Pierce Transit shared that its next upcoming System Restoration goal is to restore 15-minute frequencies on Routes 2 and 3. The agency noted that peaks in ridership have expanded throughout the day and on weekends, and that more students are riding transit with the Youth Ride Free program.

Intercity Transit shared that the agency primarily serves riders commuting between counties, as well as the large military population commuting to JBLM. Upcoming changes may include more effectively connecting military residents with the base, as well as increasing the span and frequency of existing express routes to provide better connections with Pierce Transit and Sound Transit routes. Staff noted that the rise of remote work, particularly among government workers based in Olympia, has drastically impacted ridership.

Sound Transit shared that working with employers is a key strategy to develop successful CTR strategies. For instance, negotiating reasonable transit pricing with the ORCA Passport Program can be very impactful, as it can incentivize people to shift to transit without a massive added cost. Building these connections relies on enhanced marketing and partnering with jurisdictions and organizations, such as Downtown On the Go, to better reach employers. Staff also provided the following details on ridership:

- With the rise in remote work, commuting peaks are lower on Monday and Friday and higher Tuesday through Thursday. Peaks overall are broader throughout the day and on the weekend, particularly for large events.
- Ridership was least impacted during the pandemic on the 574 (Lakewood, Tacoma, Airport) route, indicating a high proportion of essential workers along that route.

11. Community-Based Organization Interviews

ForeverGreen Trails

- Remote work is a key CTR strategy that increased significantly during the COVID-19 pandemic. It preserves transportation capacity for those who need to commute while eliminating environmental impacts from trips not taken.
- Densification reduces transportation barriers and impacts. Managing land use to avoid low-density, single-use development is necessary for people to be able to get around without a car.
- Improving transit corridors requires collaboration between local and state jurisdictions and transit authorities—infrastructure and service improvements rely on multiple agencies working together.
- It's important to reduce collision risk and make sustainable modes safer. Making them enjoyable is also key.

Tacoma-Pierce Health Department

- Exposure to low air quality is higher in communities divided by highways and other heavily traveled roads.
- Speeding on multilane roadways is a major safety issue and can be difficult to manage on a local level.
- Pierce County is under-resourced for public transit. Expanding service, investing in more complete streets and first/last mile programs, and constructing and improving sidewalks—particularly near libraries, schools, and other similar facilities—is important to make transit a more accessible choice.
 - This is especially important for people using mobility devices who may rely on public transit. Most municipalities have a budget for sidewalk improvement requests from people using mobility devices, but often the budgets aren't fully used.
- Weather, distance, and geographic features such as hills can be barriers to choosing active mobility options.
- There are not enough protected or connected bicycle lanes. Glass and debris on major roadways can further deter people from choosing to ride their bicycles.
- Accessing childcare is a widespread barrier to choosing non-drive-alone modes.
- There is a lot of free parking in Pierce County.

YMCA of Pierce and Kitsap Counties

- Accessing childcare is a big issue, particularly in unincorporated Pierce County. Transportation can be a barrier to access to basic services for families.
- Families who need to make multiple stops during their commute are less likely to choose non-drive-alone options.
- Areas on the Kitsap Peninsula and in Bethel and unincorporated Pierce County are not served by transit.

- Ride Together Pierce’s programming and incentives can help communities to embrace healthier practices such as active mobility and reducing emissions from driving alone. This can help with developing blue zones.

12. Pierce County Transportation Advisory Commission CTR Plan Presentation

What would make commuting easier? What should the CTR program consider doing?

- Create transportation hubs in low-income or historically disadvantaged communities with free options such as bike-sharing and scooters, and focus on connecting people to public transportation.
- Work to connect nearby (CTR-affected and non-CTR-affected) employers using carpool/vanpool.
- Improve bike infrastructure; focus on routes with lower traffic speeds.
- Increase public transit, provide more direct routes, and offer door-to-door van service to bridge gaps.
- Pay for vanpool and provide vehicles for employee use in case of emergency.
- Improve minimum requirements for CTR-affected employers (e.g., subsidized ORCA cards, staggered work schedules, and telework).
- Analyze traffic data near major employers and synchronize intersections to reduce congestion.
- Add schools to the CTR program.

d. How did what they said influence the plan?

- Pierce County collected comments at several community events during 2022 and 2023. At these events, people said that Pierce County should offer [transit] vouchers for low-income, disabled, homeless, and vulnerable community members; provide carpooling incentives; encourage residents to walk, bike and carpool to destinations; and provide outreach classes and information in Spanish.

To help support these interests, Ride Together Pierce will:

- Make ORCA cards loaded with transit fares available at community events and for CTR-affected employers to hand out to employees.
- Encourage the use of sustainable modes of transportation by providing information on their website including first-time rider guides; marketing sustainable alternative transportation campaigns with incentives; offering training opportunities such as bicycle classes, bicycle skills courses, and transit field trips; promoting a bicycle buddy matching program; and work with employers to provide translated materials.
- Respondents to the Spring 2024 Community Survey shared interest in programs focused on bike safety education and safe route planning, financial incentives, gifts or reward programs, help forming carpool groups, options to work from home.

To help support these interests, Pierce County will:

- look for funding opportunities for additional incentives to those offered with mode campaigns and providing free ORCA cards loaded with transit fare.
- promote partner incentive programs such as occasional vanpool formation incentives offered by transit agencies.
- promote its online telework toolkit to businesses and school career centers.
- The preferred sustainable transportation modes as reported in the Spring 2024 Open House Survey were to ride the city or regional bus, ride a bicycle, walk or use a mobility device that rolls or a scooter or skateboard, and work from home.

To help support these modes, Pierce County will provide:

- Transit ridership: transit fare and ORCA cards, transit training, classes, or field trips.
- Bicycling: bicycle classes, skills course training, bike rides, bicycle buddy ride-share matching, support or safety gear such as reflective gear or tire repair kits, transit fare to combine bicycling and transit for longer trips.
- Walk or use a mobility device that rolls or a scooter or skateboard: provide opportunities to receive support or safety gear such as reflective gear and umbrellas or transit fare to combine walking and transit for longer trips.
- Work from home: online telework toolkit for businesses, managers, and teleworkers.
- The top barriers to sustainable transportation modes as reported in the Spring 2024 Open House Survey were the lack of transit availability, that transit takes too long, and concerns about safety while riding transit. The secondary barriers reported included that riding a bicycle feels unsafe and that people feel their commute is too long for riding a bicycle.

To help address these barriers, Pierce County will:

- Share with transit agencies the valuable comments received from the CTR Plan outreach and engagement process and collaborate with transit agencies
- Provide transit riding classes and field trips to help grow rider confidence.
- Address rider safety concerns by providing transit agency safety information to commuters.
- Goal T-12.2 of the 2024 Comprehensive Plan endorses the concept of complete streets, which promotes roadways that are safe and convenient for all users and new Goal T-12.7 prioritizes developing a safe, connected network of active transportation facilities that allows for access to centers and community destinations.³
- Goal T-16.8 of the 2024 Comprehensive Plan encourages placement of transit shelters that are well lit and clearly visible.⁴

³ Transportation Draft Element, 2024 Comprehensive Plan p. 8.

<https://www.piercecountywa.gov/DocumentCenter/View/133292/Transportation-Draft-Element-and-Technical-Appendix>

⁴ *Ibid* p. 11

27. Vulnerable Populations Considered

Staff collaborated with community-based organizations that serve vulnerable populations to host several safe streets tabling events throughout Pierce County. Staff identified vulnerable populations by using the [Washington Environmental Health Disparities](#) map and [Pierce County's Equity Index](#) and through interviews with community-based organizations.

The highest environmental health disparity⁵ scores and lowest equity index scores⁶ are most prevalent along the I-5 corridor, which bisects Lakewood's southern border.

The feedback provided by community-based organizations that serve vulnerable populations was considered in development of this CTR Plan. The demographics of some area populations served by community-based organizations are as follows:

Native Hawaiian and other Pacific Islander residents make up two percent of Pierce County's population.⁷

Hispanic and Latino ethnicities represent twelve percent of Pierce County's population.⁸

Cost-burdened households spend more than 30 percent of their income on rent and utilities. In Pierce County, 22 percent of property owners are cost-burdened, and 49 percent of renters are cost-burdened.⁹

The Bethel Community is a rural community in Pierce County located in the 98387 zip code and centered around the Bethel School District, which serves 20,000 students. Approximately 47 percent of the students qualify for free and reduced lunch. According to the Tacoma-Pierce County Health Department, the Bethel Community has a high number of youth and families with adverse childhood experiences and substance use disorders.¹⁰

28. Engagement Focused on Vulnerable Populations

a. Who did we talk to?

- Pacific Islander Health Board of Washington.
- Puget Sound Educational School District Latinx Family Advocacy Group.
- DeMark Apartments and the Pierce County Housing Authority.
- Bethel Community Services.

b. When did we talk to them?

- Pacific Islander Health Board of WA (Safe Streets tabling event in Fife on 5/17/23).
- Puget Sound Educational School District Latinx Family Advocacy Group (Safe Streets tabling event in Prairie Ridge on 7/25/23).

⁵ Washington Environmental Health Disparities Map. <https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map>

⁶ Pierce County Equity Index. <https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex>

⁷ Pierce County Equity Index. <https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex>

⁸ *Ibid*

⁹ *Ibid*

¹⁰ Bethel Community services p. 2. <https://bethelservices.org/wp-content/uploads/2019/04/Pierce-Co-Bethel-2019.pdf>

- DeMark Apartments and the Pierce County Housing Authority (Safe Streets tabling event in unincorporated Pierce County on 7/25/23).
- Bethel Community Services (Safe Streets tabling event in Bethel/Spanaway on 6/9/23).

c. What did they have to say?

- **Pacific Islander Health Board of WA**
 - Create public transportation routes that focus on working-class and poor communities.
 - Improve safety on transit systems.
 - More bus routes and trains in low-income areas are needed, as well as higher wages for drivers.
 - For poor ones/disabled ones, provide cheap prices, a voucher for gas, etc., as well as for disabled, vulnerable/homeless, etc.
 - Carpooling incentives such as free gas or reduced taxes for those in a given area riding together.
 - Provide better carpooling and public transportation to meet the needs of low-income communities.
- **Puget Sound Educational School District Latinx Family Advocacy Group**
 - Create a public transportation route for the city of Bonney Lake so then we can reduce our car use.
 - We need public transportation in the Bonney Lake community.
 - We need more bikes or to walk to places that are nearby.
- **DeMark Apartments w/Pierce County Housing Authority**
 - Climate change is going to change no matter what. Where it would make a difference is in construction. Transporting workers and waste from construction.
 - Create an electric bike program for low-income riders.
 - Redesign main streets with more bike lanes and sidewalks.
 - Reconfigure community streets with more roundabouts to slow traffic and keep kids safer.
 - We need more public transportation for older people.
- **Bethel Community Services**
 - Provide electric and free buses to reduce traffic.
 - Make areas more walkable.
 - If public transportation were better—such as an electric bus that could go on certain roads not available to the public—it would incentivize people to use it instead of cars.
 - Provide affordable eco-friendly cars and buses.

d. How did what they said influence the plan?

Several employers and attendees to tabling events suggested providing outreach classes and information in Spanish. Ride Together Pierce provides a downloadable First Time Rider Guide in Spanish, Russian, Vietnamese, Tagalog, Korean, Chinese, and Khmer.

Event attendees suggested vouchers for low-income, disabled, homeless, and vulnerable community members. Ride Together Pierce will make ORCA cards loaded with transit fares

available at community events and cards will be available for CTR-affected employers to hand out to employees.

29. List employers' suggestions to make CTR more effective

The employees that participated in the Employee Transportation Coordinator Network Event and employer interviews made the following suggestions:

- Keep providing promotional materials, templates, and campaigns.
- Continue offering training opportunities for ETCs.
- Share information on how other employers are supporting CTR.
- Increase the vanpool fleet and provide more assistance for ride-share matching and vanpool formation.
- Add earlier and later transit services.
- Expand the Emergency Ride Home service to better help those working early or late shifts.
- Provide more subsidies for bike racks, helmets, walking shoes, and ORCA cards.
- Provide more information about the environmental benefits of CTR to encourage more people to participate.
- Provide more safety tips for riding transit, carpooling, and riding bicycles.
- Add secure on-site bike parking to the bicycle map.
- Include QR codes on printed materials, especially posters for employee break rooms.
- Reach out to tribes to learn elder and veteran transportation needs and to collaborate on siting new transit and rail routes.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

Land Use: A common theme heard during public engagement is that many workers have a desire to live closer to their workplace and would do so if there were affordable housing available. Many indicated that living closer to work would improve the likelihood that they would try alternatives to drive-alone trips. This identified need can be addressed as part of the 2024 Comprehensive Plan update by prioritizing and focusing housing growth, infrastructure development, and transit investment on the County's designated centers of local importance as well as any other areas with CTR-affected employers.

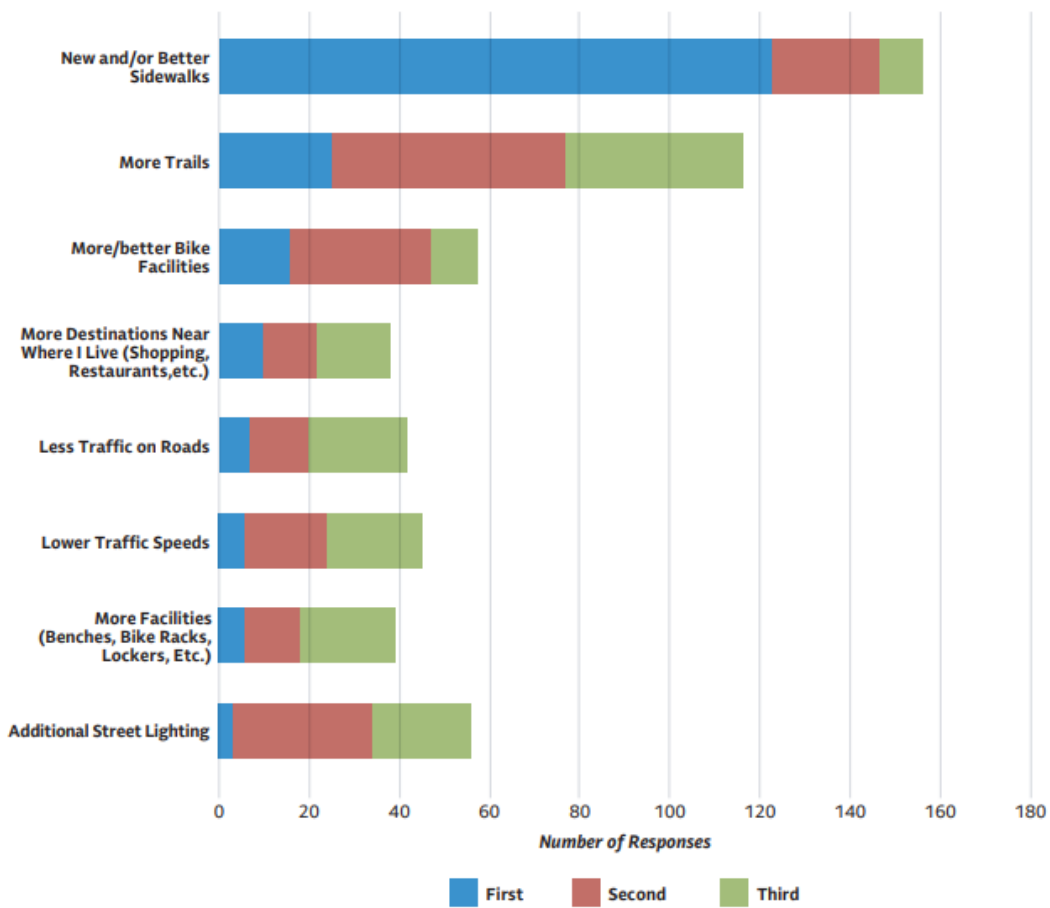
Safety: Safety was identified as a major deterrent by several public engagement participants for riding bikes and walking to work. Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes and suggested dedicated, protected bicycle lanes and more sidewalks. The 2024 Lakewood Comprehensive Plan update should recognize these concerns and prioritize safety improvement projects. The 2024 Comprehensive Plan update includes Goals TR-1 through TR-4, TR-9, and TR-11 that recognize the importance of safety improvements needed to construct a successful multimodal transportation network. These new goals aim to use Vision Zero plans and strategies to prioritize safety projects.

Public Transit: Several public engagement participants expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple participants emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a

focus on regional travel. Additionally, participants appreciated transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops and expressed feeling unsafe on transit because of the conduct of other riders. Several community-based organizations suggested providing free or low-cost ORCA cards for vulnerable populations. Plans to expand transit service, offer free or low-cost ORCA cards, and investment in transit amenities and rider safety should be prioritized in the comprehensive plan update.

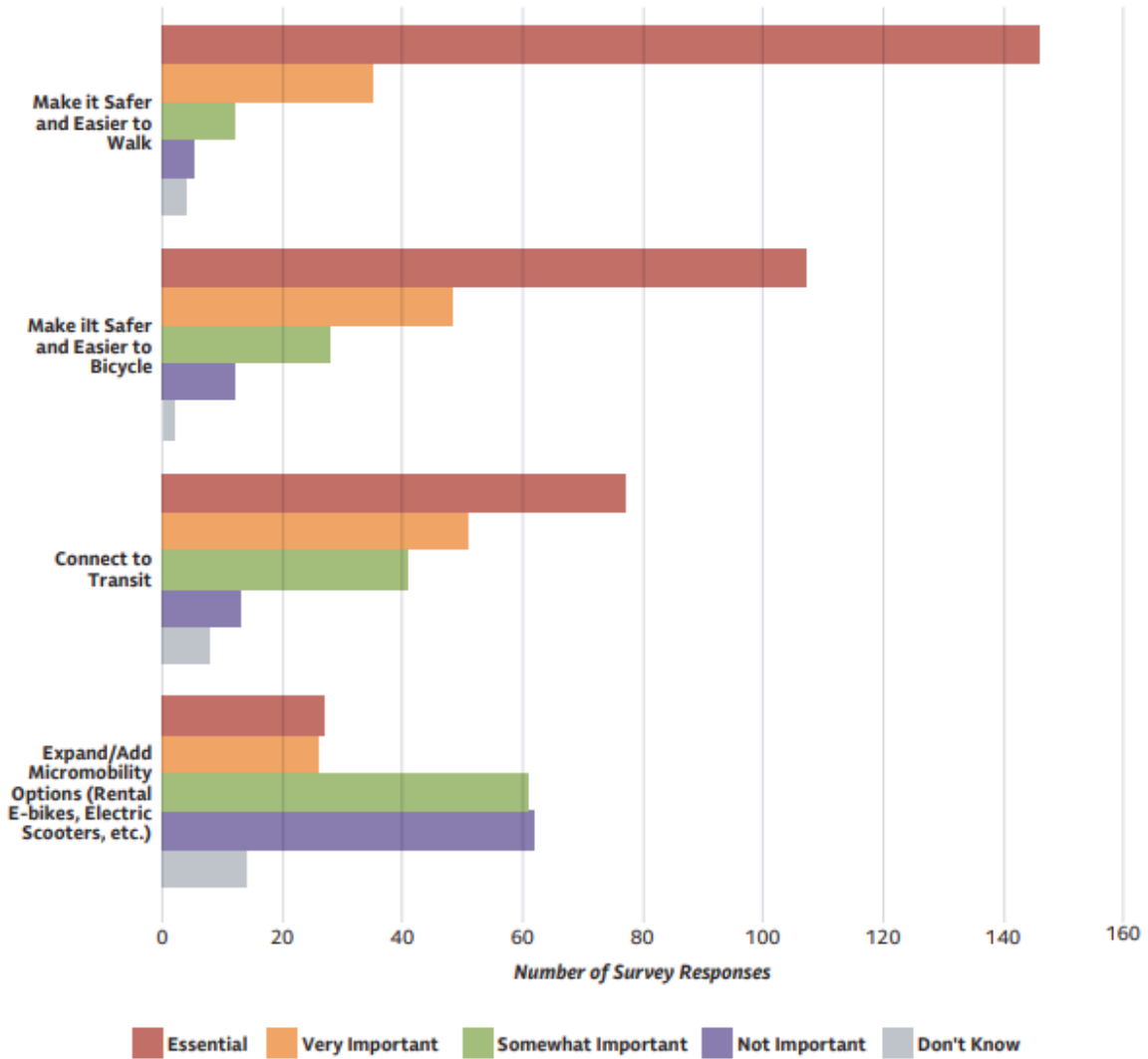
These results of public engagement with vulnerable populations and this CTR Plan have been shared with the transit agencies listed in this plan and with the Comprehensive Plan update team.

Top 3 Priority Improvements



Source: 2023 Lakewood Non-Motorized Transportation Plan

Importance of Non-Motorized Goals



Source: 2023 Lakewood Non-Motorized Transportation Plan

Lakewood provided the 2025-2029 CTR Plan to Puget Sound Regional Council (PSRC) for review on [date].

PSRC Comments: See the following pages.



PSRC staff have reviewed the draft plan and noted our findings by section:

Benefits of Commute Trip Reduction

In responding to Question 4, the plan explicitly ties intended CTR outcomes to the Regional Transportation Plan (2022–2050), particularly goals related to non-motorized transportation. The narrative could be strengthened by mentioning how the Lakewood CTR plan relates to or supports the TDM priorities in the Regional Transportation Plan ([Pages 93–98](#)).

Performance Targets

The plan adopts a local target drive-alone rate of 60 percent or less, consistent with the statewide target, to measure CTR effectiveness. Like many other jurisdictions, this plan indicates Pierce County will use 2023–2025 CTR survey data to set the baseline and 2025–2027 survey data to evaluate progress for Lakewood worksites. PSRC may reach out in the future for further details to help develop a regional baseline and target for the regional plan.

Services and Strategies

PSRC reviewed the services and strategies described in this section and did not identify anything inconsistent with regional transportation goals.

Alignment with Plans

The draft plan accurately identifies all transit agencies providing service within and to Lakewood and indicates the appropriate transit development plans and long-range transit plans were reviewed in the development of this CTR plan. The response to Question 24 addresses the connections between the broad goals in these transit plans and the intended outcomes of the CTR plan. This section could be strengthened by tying CTR programming to the specific local transit investments detailed in these plans (which were referenced in response to Question 1, earlier in the Lakewood CTR plan).

Engagement

The RTP identifies a regional need to better address equity in TDM, and understanding the transportation needs of underserved and historically marginalized populations is critical to achieving that goal. Lakewood's draft CTR plan detailed extensive outreach conducted by Pierce County to inform local CTR plans,



2025–2029 Draft Commute Trip Reduction Plan Consistency Review
Prepared for: Lakewood

including tabling, employer and stakeholder interviews, online open houses and surveys, and a public comment period on this CTR plan. The primary outreach strategy to understand the needs of vulnerable populations was engaging with community-based organizations that serve and represent Native Hawaiian and other Pacific Islanders, Hispanic and Latino people, and cost-burdened households.

If possible, it might be useful to highlight what the city and county heard specifically from Lakewood residents during this outreach. PSRC appreciates this thorough engagement and encourages Lakewood and Pierce County to continue engaging with vulnerable populations in future planning processes.

Appendices

Appendix A

2024 Survey Results

City of Lakewood - 6000 Main St SW

CTR ID: C70034

Survey Summary

Survey Created: 5/8/24 2:25 PM

Last Submission: 6/3/24 9:34 AM

Total Responses: 51

Total Employees: 109

Response Rate: 46.79%

Average Vehicle Miles of Travel (VMT) per employee: 10.48

Drive Alone Rate (DAR): 79.02%

Total Annual Greenhouse Gas Emissions (Metric Ton CO₂e): 196.96

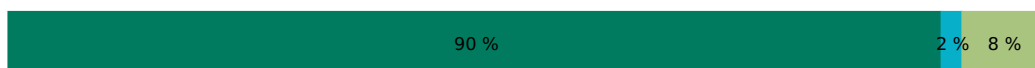
Annual Greenhouse Gas Emissions Avoided by Electric Vehicles(EVs) used to commute to site (Metric Ton CO₂e): 0.12

Your employees selected the following transportation modes



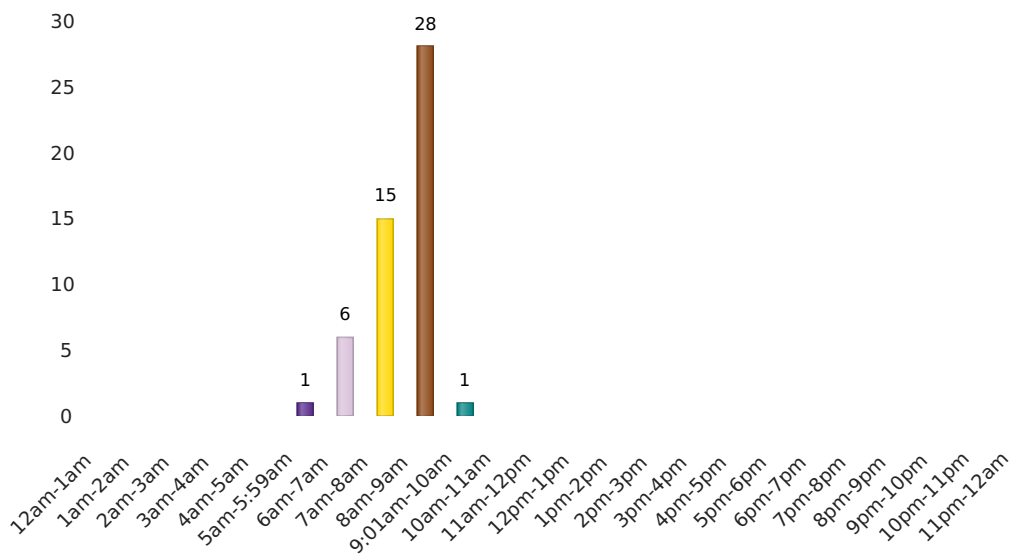
- Work from Home — Bus — Train / Light Rail / Streetcar — Ferry
- Carpool (2 or more people aged 16+) — Vanpool — Walk — Bike — Scooter
- Lyft / Uber / Taxi — Employer Shuttle — Motorcycle — Drive Alone — Other

Your employees selected the following schedules

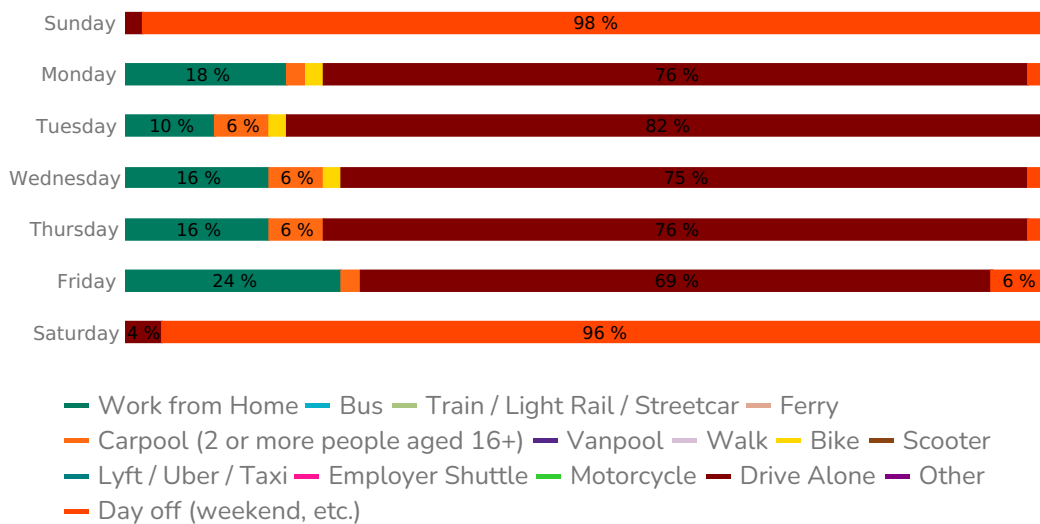


- 5 days/8 hours (5/8s) — 4 days/10 hours (4/10s) — 9 days in two weeks (9/80)
- 3 days/12 hours — Part time (less than 35 hours per week)

See when your employees start their workday

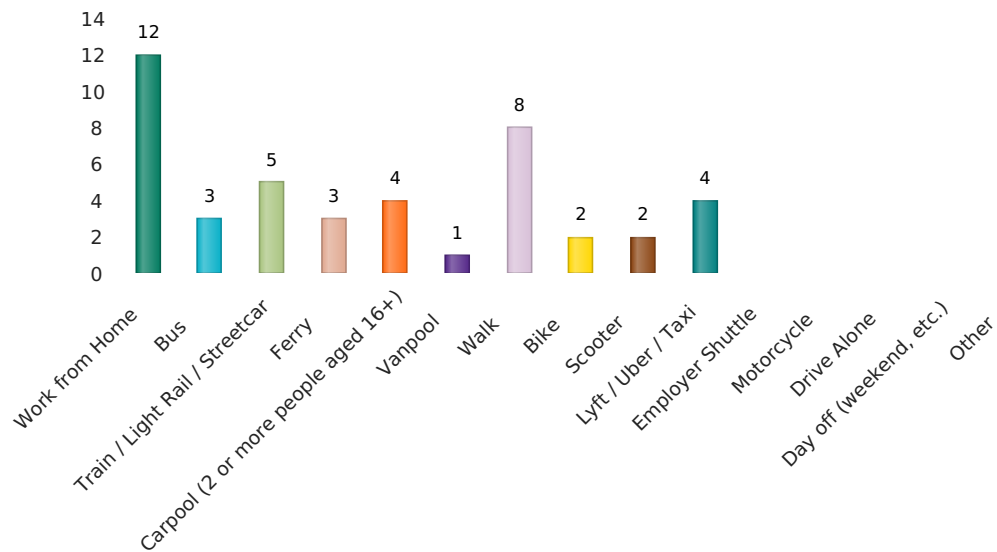


See how your employees get to work each day



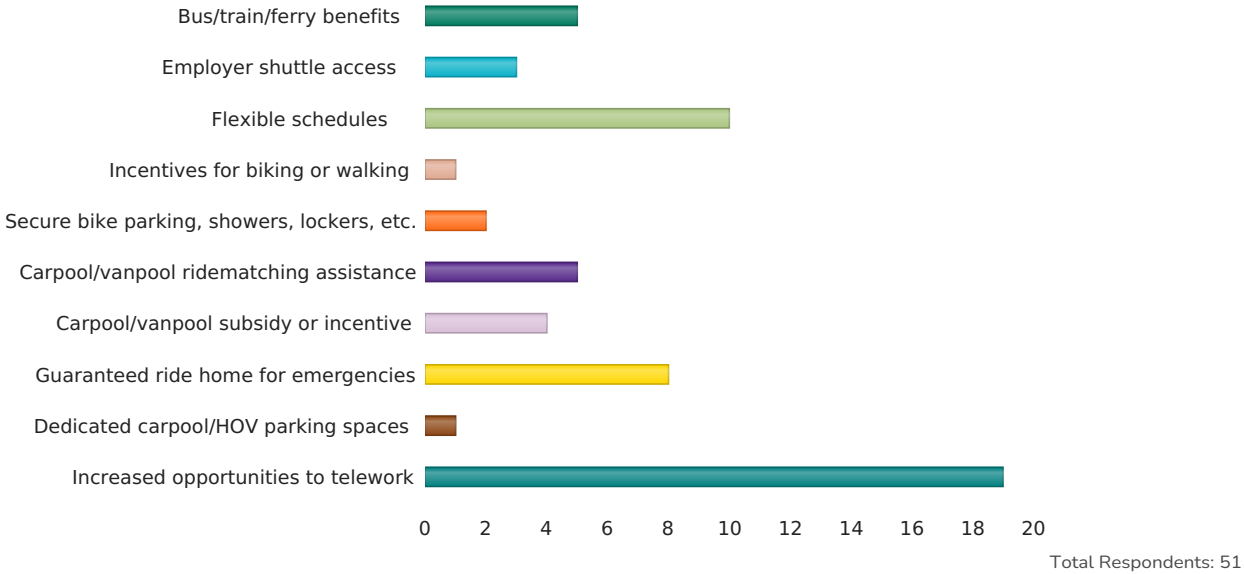
MODE	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Work from Home	0	9	5	8	8	12	0
Bus	0	0	0	0	0	0	0
Train / Light Rail / Streetcar	0	0	0	0	0	0	0
Ferry	0	0	0	0	0	0	0
Carpool (2 or more people aged 16+)	0	1	3	3	3	1	0
Vanpool	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0
Bike	0	1	1	1	0	0	0
Scooter	0	0	0	0	0	0	0
Lyft / Uber / Taxi	0	0	0	0	0	0	0
Employer Shuttle	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0
Drive Alone	1	39	42	38	39	35	2
Other	0	0	0	0	0	0	0
Day off (weekend, etc.)	50	1	0	1	1	3	49

Other transportation modes your employees have used



Total Respondents: 51

Factors that might help employees consider not driving alone to work



<https://tdmboard.com/resources/>

TDM Technical Committee approved 2025-2029 CTR 4-year Plans

- [City of Airway Heights \(PDF 482KB\)](#)
- [City of Auburn \(PDF 5.2MB\)](#)
- [City of Arlington \(PDF 1.5MB\)](#)
- [City of Bellevue \(PDF 1MB\)](#)
- [City of Bellingham \(PDF 316KB\)](#)
- [City of Bothell \(PDF 5.7MB\)](#)
- [City of Burien \(PDF 83KB\)](#)
- [City of Camas \(PDF 433KB\)](#)
- [City of Cheney \(PDF 331KB\)](#)
- [City of Edmonds \(PDF 400KB\)](#)
- [City of Everett \(PDF 471KB\)](#)
- [City of Federal Way \(PDF 418KB\)](#)
- [City of Fife \(PDF 1MB\)](#)
- [City of Kent \(PDF 271KB\)](#)
- [City of Kirkland \(PDF 248KB\)](#)
- [City of Lacey \(PDF 275KB\)](#)
- [City of Lakewood \(PDF 1.8MB\)](#)

From: Barulich, Wren <wren.barulich@wsdot.wa.gov>

Sent: Friday, November 15, 2024 4:02 PM

To: Tiffany Speir <tspeir@cityoflakewood.us>; WSDOT Transportation Demand Management <TDM@WSDOT.WA.GOV>

Subject: RE: [EXTERNAL] For WSDOT review: Draft 2025-2029 City of Lakewood Commute Trip Reduction Plan

Dear Tiffany,

WSDOT has reviewed the City of Lakewood's CTR Plan and found to meet compliance requirements.

What happens next?

The City of Lakewood's CTR Plan will be recommended for approval to the TDM Technical Committee on Thursday, December 5th. The plan will be posted for the committee's review here: [Resources – Transportation Demand Management](#). You are not required to be in attendance for the

approval process on December 5th and I will follow-up after the plan has been approved to close out this process.

Have an excellent weekend! And as always I am here for any questions.

Thank you,

Wren

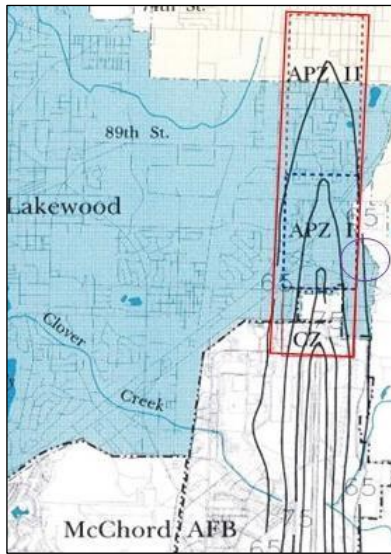
Wren Barulich
Planner / Public Transportation Division
wren.barulich@wsdot.wa.gov



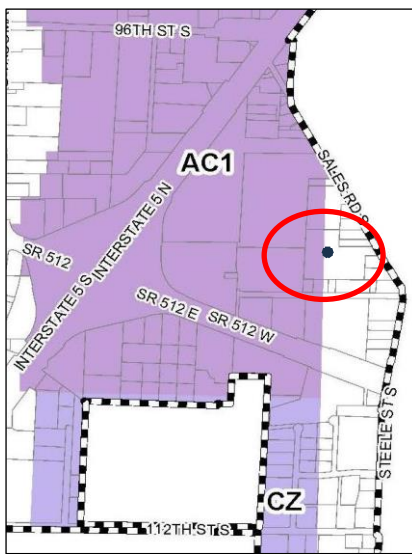
2025-08 Private request for parcel 0319061001 to be redesignated/rezoned from exclusively Air Corridor (AC) / Air Corridor 1 (AC1) to “split zoning” of AC / AC1 and Industrial (I) / Industrial 1 (I1).

Background

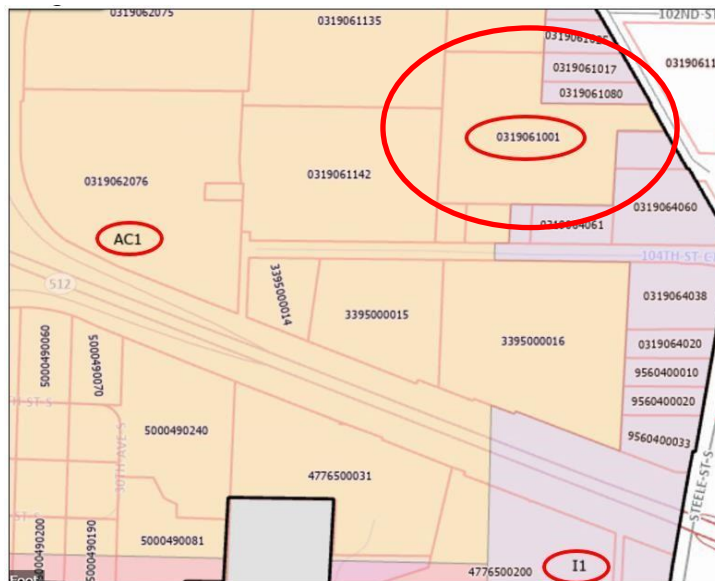
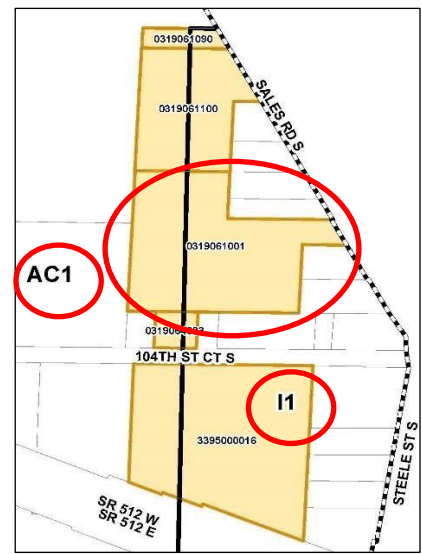
This request is to reinstate the pre-2019 “split zoning” of parcel 0319061001 of Air Corridor 1 (AC1) and Industrial 1 (I1). In 2019, to be consistent with the December 2015 Air Installations Compatible Use Zones (AICUZ) Program Air Force Instruction (AFI) 32-7063 as well as to follow the City’s general action of eliminating split zoning of parcels, Lakewood redesignated/rezoned parcel 0319061001 to Air Corridor (AC)/Air Corridor 1 (AC1) to remove its partial Industrial designation and zone. Maps demonstrating the 2019 change follow:



JBALM AICUZ Map



Location & pre-2019 zoning of parcel 319061001



Current Zoning of Parcel 0319061001

The Lakewood Clear Zone and Air Corridor 1 and 2 land use zones' boundaries strive to follow property lines and avoid split zoning consistent with growth management best practices, while the McChord Field Air Installation Compatible Use Zone (AICUZ) Study AICUZ Clear Zone (CZ) and Accident Potential Zones I and II (APZ I and APZ II) are based on imaginary surface areas that do not consider parcel lines:

- the CZ is 3,000 feet by 3,000 feet, measured along the extended runway centerline beginning at the end of the runway;
- the APZ I is 3,000 feet wide by 5,000 feet long; and
- the APZ II is 3,000 feet wide by 7,000 feet long.

As discussed in the 2015 JBLM AICUZ:

Any existing or future development in the CZ is of concern. US Air Force analysis indicates that 28% of all air accidents occur within the CZs. The APZ I designation has somewhat lower accident potential than the CZ, but it is high enough that most types of development in this zone are discouraged, including residential uses.

This amendment would reestablish the split zoning on parcel 0319061001 that had been in place until 2019. Any use of the portion of the parcel within AC1 would be consistent with the AICUZ Study guidance.

18A.30.060 Decision criteria for rezone requests – Comprehensive Plan.

The following criteria will be used to evaluate each rezone request. A zoning map amendment shall only be approved if the Council concludes that, at minimum, the proposal complies with subsections (A) through (C) of this section. To be considered are whether:

- A. The rezone is consistent with either the Comprehensive Plan, including the Plan's Land Use Designation Map as described in LMC 18A.30.070, or with a concurrently approved amendment to the plan. **Yes.**
- B. The rezone will maintain the public health, safety, or welfare. **Yes.**
- C. The rezone is consistent with other development regulations that implement the Comprehensive Plan. **Yes.**
- D. The rezone will result in a district that is compatible with adjoining zoning districts; this may include providing a transition zone between potentially incompatible designations. **Yes.**
- E. Public facilities and services existing and planned for the area are adequate and likely to be available to serve potential development allowed by the proposed zone. **Yes.**

2025-08 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other

plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**

2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**

3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**

4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes.**

2025-08 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes.**

2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption. Any potential environmental impacts coming from an application for development on the parcel would be reviewed under the City's development and environmental protection regulations.**

3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **This is a non-project action. Analysis of needed capital improvements and revenue to maintain LOS due to development on the parcel would be reviewed at the time of application for redevelopment or new development.**

4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**

5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**

6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-08.

2025-10 Redesignate / rezone parcel 5140001191 from Downtown / Central Business District (CBD) to Open Space and Recreation (OSR) / Open Space and Recreation 2 (OSR 2.)

Background

This amendment would rezone a parcel purchased by the City of Lakewood after the adoption of Resolution 2024-15. The purchase was made to acquire land for a downtown park, which implements Phase 1 of the City Council's 2025-2026 Goal 1, creating Downtown Park(s) & Multi-Generational Community Center Development:

- Phase 1: Land Acquisition (2025) Identify and acquire suitable real estate within the downtown area for the development of an urban park(s) and multi-generational community center.

The maps below depict the location of parcel 5140001191; the parcel is located within the Downtown Subarea Colonial Overlay District.

Per LMC 18A.120(D)(9)(b), the OSR2 zoning district is considered compatible with, and may be applied to areas within, all Comprehensive Plan land use designations. The purpose of the recommended rezone is to focus use of the parcel for a City park.



18A.30.060 Decision criteria for rezone requests – Comprehensive Plan.

The following criteria will be used to evaluate each rezone request.

A zoning map amendment shall only be approved if the Council concludes that, at minimum, the proposal complies with subsections (A) through (C) of this section. To be considered are whether:

A. The rezone is consistent with either the Comprehensive Plan, including the Plan's Land Use Designation Map as described in LMC 18A.30.070, or with a concurrently approved amendment to the plan. **Yes.**

B. The rezone will maintain the public health, safety, or welfare. **Yes.**

C. The rezone is consistent with other development regulations that implement the Comprehensive Plan. **Yes.**

D. The rezone will result in a district that is compatible with adjoining zoning districts; this may include providing a transition zone between potentially incompatible designations. **Yes.**

E. Public facilities and services existing and planned for the area are adequate and likely to be available to serve potential development allowed by the proposed zone. **Yes.**

2025-10 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**

2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**

3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**

4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes.**

2025-10 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes. This amendment brings Lakewood's Comprehensive Plan and development regulations into consistency with state law changes from ESHB 1998 adopted in 2024.**

2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. Any potential environmental impacts coming from an application for development on the parcel would be reviewed under the City's development and environmental protection regulations.**

3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **This is a non-project action. Analysis of needed capital improvements and revenue to maintain LOS due to development on the parcel would be reviewed at the time of application for redevelopment or new development.**

4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**

5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**

6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-10.

2025-12 Recognize RCW 35A.21.440 and RCW 36.70A.130¹ and adopt regulations allowing new housing in “existing buildings”, as defined herein, in all land use zones that allow multifamily (4+ units in one building) housing.

Background

(1) Lakewood may not:

(a) Impose a restriction on housing unit density that prevents the addition of housing units at a density up to 50% more than what is allowed in the underlying zone if constructed entirely within an “existing building” (defined as a building that received a certificate of occupancy at least three years prior to the permit application to add housing units) envelope in a building located within a zone that permits multifamily (4+ units in one building) housing, provided that generally applicable health and safety standards, including but not limited to building code standards and fire and life safety standards, can be met within the building;

(b) Impose parking requirements on the addition of dwelling units or living units added within an existing building, however, cities may require the retention of existing parking that is required to satisfy existing residential parking requirements under local laws and for non-residential uses that remain after the new units are added;

(c) With the exception of emergency housing and transitional housing uses, impose permitting requirements on the use of an existing building for residential purposes beyond those requirements generally applicable to all residential development within the building's zone;

(d) Impose design standard requirements, including setbacks, lot coverage, and floor area ratio requirements, on the use of an existing building for residential purposes beyond those requirements generally applicable to all residential development within the building's zone;

(e) Impose exterior design or architectural requirements on the residential use of an existing building beyond those necessary for health and safety of the use of the interior of the building or to preserve character-defining streetscapes, unless the building is a designated landmark or is within a historic district established through a local preservation ordinance;

(f) Prohibit the addition of housing units in any specific part of a building except ground floor commercial or retail that is along a major pedestrian corridor as defined by the City, unless the addition of the units would violate applicable building codes or health and safety standards;

(g) Require unchanged portions of an existing building used for residential purposes to meet the current energy code solely because of the addition of new dwelling units within the building; however, if any portion of an existing building is converted to new dwelling units, each of those new units must

¹ 2023-2024 ESHB 1042

meet the requirements of the current energy code;

(h) Deny a building permit application for the addition of housing units within an existing building due to nonconformity regarding parking, height, setbacks, elevator size for gurney transport, or modulation, unless the code city official with decision-making authority makes written findings that the nonconformity is causing a significant detriment to the surrounding area; or

(i) Require a transportation concurrency study under RCW 36.70A.070 or an environmental study under chapter 43.21C RCW (SEPA) based on the addition of residential units within an existing building.

(3) Nothing under this statutory update requires Lakewood to approve a building permit application for the addition of housing units constructed entirely within an existing building envelope in a building located within a zone that permits multifamily housing in cases in which the building cannot satisfy life safety standards.

Note: If Lakewood does not adopt the regulatory changes in 2025-12, state law would preempt the City’s regulatory code and allow housing units in existing buildings within land use zones that allow multifamily housing.

18A.10.180 Definitions

“Existing building” means a building that received a certificate of occupancy at least three years prior to the permit application to add housing units.

18A.40.110 Residential uses.

A. *Residential Land Use Table.* See LMC [18A.40.110\(B\)](#) for development and operating conditions. See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

Residential Land Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Accessory caretaker’s unit	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	P	P	-
Accessory dwelling unit (ADU) (B)(1)*	P	P	P	P	P	P	P	P	-	-	-	-	P	-	-	-	-	-	-	-	-
Babysitting care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Boarding house (B)(2)	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cottage housing (B)(3)	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Foster care facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Co-housing (dormitories, fraternities and sororities) (B)(4)	-	-	-	-	P	P	P	P	P	-	P	P	-	-	-	-	-	-	-	-	-
Detached single-family,	P	P	P	P	P	P	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-

Residential Land Uses	Zoning Classifications																					
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	
including manufactured homes (B)(5), C																						
Two-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-	-	-
Three-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-	-	-
Multifamily: Four-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-
Multifamily: Five- and six-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-
Multifamily, seven or more residential units	-	-	-	-	-	-	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-
Mixed use	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-	-
Family daycare (B)(6)	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-
Home agriculture	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-
Home occupation (B)(7)	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobile home parks (B)(8), C	C	C	C	C	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-
Residential accessory building (B)(9)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small craft distillery (B)(6), (B)(12)	-	P	P	P	P	-	-	-	-	-	-	P	P	P	P	P	P	-	P	-	-	-
Specialized senior housing (B)(10)	-	-	-	-	C	C	C	C	C	-	-	P	C	C	-	-	-	-	-	-	-	-
Use of existing buildings for residential purposes (B)(14)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-

P: Permitted Use C: Conditional Use "-": Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection B of this section.

Applications for all uses must comply with all of subsection B of this section's relevant general requirements.

(B) Operating and Development Conditions.

(14) Use of existing buildings for residential purposes:

(a) The addition of housing units at a density up to 50% more than what is allowed in the underlying zone may be permitted if constructed entirely within an existing building envelope, provided that generally applicable health and safety standards, including but not limited to building code

standards and fire and life safety standards, can be met within the building;

(b) Sufficient existing parking must be retained to satisfy the number required for existing residential units and non-residential uses that remain after the new residential units are added;

(c) If an existing building is a designated landmark or is within a historic district established through a local preservation ordinance, applicable exterior design or architectural requirements beyond those necessary for health and safety of the use of the interior of the building or to preserve character-defining streetscapes will be enforced on the residential use in the building;

(e) The addition of housing units in an existing building with ground floor commercial or retail that is along a major pedestrian corridor as defined by the City is prohibited;

(f) Unchanged portions of an existing building used for residential purposes do not need to meet the current energy code; however, if any portion of an existing building is converted to new dwelling units, each of those new units must meet the requirements of the current energy code;

(g) Unless the code city official with decision-making authority makes written findings that a nonconformity regarding parking, height, setbacks, elevator size for gurney transport, or modulation is causing a significant detriment to the surrounding area, the City shall not deny a building permit application for the addition of housing units within the existing building;

(h) A transportation concurrency study under RCW 36.70A.070 or an environmental study under chapter 43.21C RCW (SEPA) based on the addition of residential units within an existing building shall not be required; and

(i) Where an existing building cannot satisfy life safety standards, no housing units constructed entirely within the building's envelope will be allowed.

2025-12 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**
2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**
3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**
4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes.**

2025-12 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes. This amendment brings Lakewood's Comprehensive Plan and development regulations into consistency with RCW 36.70A (the Growth Management Act) and RCW Chapter 35A.21 (governing code cities.)**

2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. Any potential environmental impacts coming from an application for development on the parcel would be reviewed under the City's development and environmental protection regulations.**

3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **This is a non-project action. Analysis of needed capital improvements and revenue to maintain LOS due to development on the parcel would be reviewed at the time of application for redevelopment or new development.**

4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**

5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**

6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-12.